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ESTABLISHED 1857

No. 16,591. 號一十九百五千六萬董第

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HONGKONG, FRIDAY, JUNE 30TH, 1911.

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DEATH.

On 28th June, at Kowloon, HENRY, the beloved son of Mr. and Mrs. Egholm-Jorgenson, aged 13 months. Deeply regretted. -Northern papers please copy.

HONGKONG OFFICE: 104, DES VŒUY ROAD C LONDON OFFICE: 131, FLEET STREET. EC

Hongkong, June 30th, 1911.

REUTER in one of the telegrams we publish to-day referring to the debate on the Parliament Bill in the House of Lords tells us. that the Peers will not press matters beyond eliciting from the Government an unequivocal threat to create a sufficient number of Liberal Peers to swamp the Opposition. After the passing of Lord Chomen's amendment by 183 votes to 44 we shall probably not have long to wait for some announcement on the subject. Nothing could do more to discredit the Government than to declare such an intention, and their reluctance to do so can be well understood. As matters stand, however, it is obvious that the Opposition amendments, which strike at the very root of the Bill, are all likely to be carried by overwhelming majorities. Lord CROMER's amendment is the least harmful to the principles of the Bill. It merely demands that instead of it being left to the Speaker to decide which are Finance Bills and which are not, the certificate should come from a committee formed of seven members of each House. Lord Morley declared that nothing would induce the Government to accept this change, and Lord LOREBURN declared the proposal to be a greater invasion of the liberties of the Commons and ancient usages in regard to

the Finance Bill than anything yet proposed. It provokes a smile to hear these professions of deep regard for ancient usages coming from men who are putting the constitution into the melting pot. However, likely to act as places where mosquitees would in spite of the protestations of the Govern- broad, and the defendant offered the bribe to ment, the amendment was passed by an get an extension of time. He was fined \$350 overwhelming majority. This clearly fore- and his feki was bound over in the sum of \$100 shadows what is going to happen in the case of the other amendments which more vitally affect the Bill. The rumour that the Government intend, if necessary, to overcome opposition to the Bill in the House of Lords by creating five hundred months' imprisonment. In April last his still. Liberal Peers has been current for some weeks, and if it has any basis in fact an to buy opium, but the temptation apparently authoritative announcement should soon proved too strong for him and he failed to be forthcoming. A declaration of this return. He went to the country and came Bill, for the Peers, it is stated, will then pass the Bill unamended, yielding to force case of the first Reform Bill of 1832.

intention will secure the passage of the back this week and was arrested on Wednesday. majeure, just as happened in the Legation from cholers. Born in Macao in the Shipowners' Association to fix a stan-Therefore we may conclude that the Parliament Bill will before long be written upon the Statute Book, and it is of interest to speculate as to what will happen then. Lord Cunzon has predicted—and the prediction seems a safe one—that if the Bill is bassed, we shall see during the next few years the disruption of the United Kingdom without any reference to the people, the Disestablishment of the Church in Wales, his long career received decorations from the Radical measures on Education and Licens. | King of Siam, the King of Spain, the King of

Government will cling to power to the very last moment. At any rate nothing has occurred since the last General Election to alienate from the party in power any considerable amount of support. Old age pensions and State insurance are measures which make a strong appeal to the electorate, and have undoubtedy increased the popularity of the Government with the masses; and though the Unionist leaders naturally do all they can to encourage their and releatless Nemesis which attends the gross abuse of political power, and by predicting the turn of the tide when the return to power they are likely to find so many "ugly smudges" on the Statute Book needing to be wiped out that their

Four cases of plague were reported yesterday. bringing the total for the year to 177.

Sentence of three weeks hard labour and four hours in the stocks was imposed yesterday at the Magistracy on a caulker who was found stealing tea and sugar from H.M.S. Thistle.

Sir Matthew Nathan was the respresentative of Great Britain at the International Commission held at Paris for the examination of varions questions connected with the Internationa Telegraph Service.

At the Magistracy yesterday Mr. D. Clark, of the Kowloon-Canton Railway, appeared in support of a charge against a ticket collector who was accused of converting money obtained as excess fare paid by a passenger to his own use-The case was remanded until Monday.

Presiding at the meeting of Messrs. Whiteaway, Laidlaw & Co., Ltd., Sir Robert Laidlaw said the profits 15 per cent, over last year's, were due to improved business and better rents for the flats over the Calcutta premises. He also expected trade to be exceptionally good in the East generally.

A foki engaged in a shop in Bonham Strand committed suicide on Wednesday under peculiar circumstances. He was partaking of the evening meal along with the others when he jumped up suddenly and left the room. As he did not return a search was made for him and he was found on the floor of the kitchen with his throat out from ear to ear.

The master of the licensed steam launch Yew Sang was charged before Commander C. W. Beckwith, R.N., at the Marine Magistrate's Or else it should be explicitly stated that, Court yesterday, with carrying 59 passengers in excess of the number allowed by his licence. After hearing the evidence his Worship said he would take into consideration the fact that there was no previous conviction against the defendant, and also that it was Coronation night and there were large numbers of country people crossing to and from Kowloon. A fine of \$20 would be imposed, in default, one month's imprisonment with hard labour.

Sanitary Inspector Taylor proceeded against a ginger merchant at the Magistracy yesterday for offering him a bribe of 35. The Inspector

had served a notice on the defendant calling upon him to remove certain old jers which were to come up for judgment if called upon.

The long arm of the law was made manifest again yesterday when a ricsba coolie who abacouded with \$100 two months ago was placed before the Magistrate and sentenced to six master had entrusted him with \$100 with which

Bangkok papers announce the death of Chevalier Honorato de Sa, Interpreter to the Italian 1842, he went to Siam in 1870 and entered the Government service. On several occasions he was attached to Siamese Embassies sent to tricts, and advised the Shipping Federation Europe. For many years employed in the to extend its functions to cover wages Foreign Office, his long services were rewarded disputes. It was unanimously decided to efficiency as a belligerent Power, either as with a pension on retirement from his official position. He later became attached to the Italian Consulate as interpreter and subsequently filled the same position in the Legation since the establishment of diplomatic relations between Siam and Italy. The Chevalier during. ing, and one man one vote. There is no Italy and the King of Portugal. His long life doubt that the passing of the Parliament | was usefully spent, says the Bangkok Times, and Bill will inaugurate a period of greatly during his forty years' residence in this land he acquired a thorough knowledge of the language (increased political activity in the United and customs. He was highly respected by Kingdom, but we see no good grounds for both the Siamere and foreign communities of anticipating an early General Election. The the older generation.

THE FERRY DISASTER.

At the Magistracy yesterday Chan Loi, coxswain of the Yaumati ferry launch Wa Hing, appeared before Mr. F. A. Hazeland on a charge of manslaughter arising out of the recent collision in the harbour.

Mr. M. R. Harris appeared for the prosecution, and Mr. G. K. Hall Brutton defended. Mr. Harris said he proposed to prove that-soon after 10 a.m. on the date in supporters by talking about the swift question the launch of which defendant was the coxswain was approaching Yaumati from the South. About the same time the sunken launch was leavin: the wharf at Yaumsti, and was nearing the narrow channel between Unionist Party will be in the ascendant, it | the two beacons. The Wa Ying turned round must be confessed that the spectator to proceed to Hongkong, and the coxswain sees little evidence of these things. How- seeing the other launch beyond the beacon about authority that if the Parliament Bill is whistle merely as a warning. In refly the Wa recorded on the Statute Book the time will Hing kounded a lang blast. The Wa Ying consurely come when it will be wined outonists through the nerror dree, intending to pass came on, but instead of porting her helm in order to get to the wharf she came through between the beacons at full speed directly in the direction of the other hunch. When the coxswain of the administration would be barren of new | Wa Ying saw that he went to starboard. The legislation for a long time. Standing out- Wa Hing rammed into the Wa Ying nearly side the political area, away from its heat amidships, making a hole about three feet wide and excitement, we entertain small hopes of | and four feet deep. The two vessels looked for seeing the Parliament Bill crased after it some time and the Wa Ying sank. He would details. call evidence to show that the defendant was not has been once recorded in the Statute at his post at the time of the collision.

> After other syidenes, Dr. Hartley spoke to being called to the scone of the accident on June 15th and saw the body of a Chinese male. From appearances death seemed to have been caused by drowning, but he could not certify the cause of death.

His Worship-How are you going to meet

that, Mr. Harris? Mr. Harris-I am not prepared to meet that point. I will call evidence that he was seen alive on the launch and that he was taken out of the water dead.

His Worship-The doctor says the appearances suggested drowning.

Mr. Harris-Will your Worship decide the point now, as I have many witnesses to call and I do not wish to waste time?

Mr. Brutton said the prosecution must show that the death of this man was the fault of the defendant.

His Worship-If I am satisfied that the cause of death, having regard to the evidence, was drowning, would that not be sufficient? All I have to do is to find a primafacie case.

Mr. Brutt n.-No. The hearing was adjourned to permit of his Worship considering the point.

MR. ROOSEVELT ON PEACE. "AMERICA MUST BE VERY CAUTIOUS."

Mr. Roosevelt, in the current issue of the Outlook adopts towards an Anglo-American Arbitration Treaty an attitude different from that of the Administration. He says :-

"The United States ought never specifically

to bind itself to arbitrate questions respecting honour, independence, or integrity. Either it should be tacitly understood that the contracting Powers no more agree to surrender their rights' on such vital matters than a man in civil life agrees to surrender the right of self-defence. because of the fact that it is now impossible for either party to take action infringing the honour, independence or integrity of the other, we are willing to arbitrate all questions."

Mr. Roosevelt argues that though war is quite impossible between English-speaking people and therefore the matter is scademic, yet "we should be very cautious in entering upon a treaty with any nation, however closely kin to us, the form whereof it would be impossible to follow in making treaties with other civilised friendly

TELEGRAMS. TELEGRAMS. TELEGRAMS.

THROUGH REUTER'S ACENCY. THE STRIKE IN ENGLAND.

> MOB RIOTS AT HULL. London, June 28th.

The strike has developed seriously at La rpool and Manchester, where 14,000 seamen are idle and shipping is at a stand-

of the United Kingdom has decided that a how these agreements would improve South moderate increase in wages might be given Africa's position in the event of war at certain ports in view of the present trade especially as regarded the abandonment conditions. The conference recommended of the doctrine of continuous voyage. dard rate of wages for the respective dis- removed uncertainties from which British. oppose demands for recognition from the regards blockade or otherwise. It created Sailors' and Firemen's Unions. London, June 29th. and lessened existing risks. If we refused

The strikers at Hull, failing to induce to ratify it, we risked having our food the employes of Messrs. Ricketts, starch | declared absolute contraband. The Declara | Castle. manufacturers, to come out in sympathy tion was not to be regarded as a substitute with them, smashed the windows of the for the Navy, as we must still depend upon

The police charged the mob with batons and dispersed them.

Mr. Askwith, of the Board of Trade, has arrived in Hull and will try to conciliate the opposing forces.

A NON-PART IMPERIAL ORGANISATION.

LONDON, June 29th.

At a conference in the House of Com- the demand to be informed of the opinion mons vesterday of representatives of the of the Admiralty experts, said that at least two Houses of Parliament and legislators four Directors of Naval Intelligence as well ever, we have it already declared with 600 or 700 yards away blew a long blast on the Dominions it was resolved to as Sea Lords Fisher and Wilson favoured from at non-party organisation, having a the Declaration. branch in each Dominion.

> Empire Parliamentary Union" and its objects will be the exchange of information and closer intercourse of legislators thoughout the Empire.

A draft scheme has been approved and referred to a Committee to consider the

ARBITRATION. financial, instead of the Speaker. ANGLO-AMERICAN

LONDON, June 29th.

A Washington dispatch states that accer a conference with President Taft, Mr. Bryce, the British Ambassador, announced that the Anglo-American Treaty was practically

STRIKE IN OPORTO.

PRECAUTIONS AGAINST POLITICAL DEVELOPMENTS.

London, June 29th.

A big tramway strike has occured at Commons and ancient usages with regard Oporto which has induced the Government to Finance Bills than anything yet to take special measures in view of simultaneous political agitation.

In consequence of this the Government quently passed by 183 to 44 votes: has ordered a considerable military display in North Portugal and called out the Colours and Reserves of the last three

BRITAIN'S NEW POSTAGE STAMPS

LONDON, June 29th.

During question time in the House of Commons Mr. Herbert Samuel, replying t member, said he was disappointed that the new postage stamps were not more successful, but he hoped there would be an improvement in the printing when the new contractors became more experienced, and were less pressed.

LORD AND LADY DENMAN.

London, June 28th. Lord and Lady Denman have sailed for

Australia, [Lord Denman succeeds Lord Dudley as Governor-General of the Commonwealth.

THEOUGH REUTER'S AGENCY.

THE DECLARATION OF LONDON.

DEBATED BY THE COMMONS.

On the second reading of the Prize Bill,

Mr. Wood stated that the agreement

commerce would be the worst sufferer,

while it in no wise weakened our naval

no dangers which were not existing now,

a strong navy for safety.

a national calamity.

THE PARLIAMENT BILL.

LORD CROMER'S AMENDMENT CARRIED

OVERWHELMINGLY.

The Lords resumed the debate on the

Lord Morley said that nothing would

Lord Lansdowne, supporting Lord

Cromer's amendment, said it was impossible

for the Speaker to be absolutely impartial

joint committee was most important, because

it would establish a more intimate contact

Lord Loreburn said the proposal was a

greater invasion of the liberties of the

The amendment, however, was subse-

THE VETO BILL.

While nothing definite is known of the

final intentions of either the Government or

the Opposition, the belief is widely held by

both sides that there will be neither creation

Peers nor general election Peers. The Peers

will not press matters beyond eliciting an

unequivocal threat to create, then they will

pass the Bill unamended, yielding to force

THE GOLF CHAMPIONSHIP

MEETING.

At the golf championship match playe

at Eastbourne the leaders in the second

Latest scores are: Taylor 148; Moran

and Herd 150.

London. June 29th.

London, June 29th.

between the Lords and the Commons.

between the two Houses of Parliament.

induce the Government to accept the

amendment,.

Lonnon, June 29th.

London, June 29th.

[THROUGH REUTER'S AGENCY.]

FAREWELL TO CORONATION GUESTS.

London, June 28th. The railway stations are now very busy Mr. McKinnon Wood emphasised the owing to the departure of Royal guests who support which the Colonial Premiers had visited London for the Coronation. The given the Declaration, of London. He said | Duke and Duchess of Connaught and other that Mr. Botha viewed the matter from a royalities and Ambassadors are bidding the A conference of one hundred shipowners | South African standpoint, and pointed out | Royal visitors adicu.

COLONIAL PREMIERS AT WINDSOR.

LONDON, June 29th.

The Colonial Premiers, members of Parliament and a number of ladies visited Windsor Castle this afternoon on the invitation of His Majosty the King, and were shown over the Esher Tea Orangery.

COLONIAL TROOPS VISIT WINDSOR

LONDON, June 28th. The Colonial troops have visited Windsor

SUSPENSION OF SEALING.

LONDON, June 28th.

Sir Robert Finlay said that the con- The Times correspondent at Washington stitution of the Prize Court, on which reports that as a result of the Conference Great Britain had only one member out of held at Washington between Great Britain, fifteen, while the United States and Japan Russia, the United States and Japan it has could nominate seven, was outrageous. been arranged to suspend pelagic sealing The National Transport Workers Federa- The Government, he added, had made for a period of fifteen years. Canada and tion at a meeting in London resolved that a complete surrender of British principles Japan are to receive as compensation a unless the shipping dispute is ended by on the questions of contraband and share of the yearly dole of skins from July 1st they will take drastic action destruction of neutral vessels, though they America and Russia, both of which counagainst the firms refusing to effect a had the support of America and Japan. tries pledge for that purpose 30 per cent. The ratification of the Declaration would be of their respective catches. In order to counteract poaching the contracting Powers agree not to admit skins of unknown origin. Mr. McKenna, replying to the Opposition China, Mexico, Chile and other Powers are to be approached to prevent the use of their criticisms of the Declaration of London and flags on the high seas by seal poachers.

THE CLAPTRAP OF LABOURITES.

London, June 28th.

Mr. Ramsay Macdonald, in an article in the Socialist Review, denounces the resolutions of branches of the Labour Party condemning him for lunching at Mr. Haldane's on the 18th May as importment and fussy claptrap. He says that the invitation Parliament Bill. Lord Cromer moved an emanated from the Kaiser, and was careamendment that a committee of seven from fully considered by the officers of the Labour Party. One may properly discuss Socialism each House should be appointed to determine whether any measure was purely with the Kaiser, as with Mr. Balfour or Mr. Asquith.

COUNTY CRICKET.

London, June 28th.

Middlesex, nine wickets; Marylebone, three wickets.

Kent, 158; Hampshire, five wickets. Cambridge beat Leveson Gower's XI. by

THE PRINCESS OF WALES' STAKES.

London, June 28th.

In the Princess of Wales' Stakes the probable starters are:-Lemberg, Dillon; Swynford, F. Wootton; Cardinal Beaufort, Martin ; King William, Maher; Andrea, Trigg; and Bryony, Fox.

THE TIGER AGAIN.

Apparently the tiger is very much alive yet. Reports have been made to the police from Lantac that several bullocks have been killed by some wild animal, the latest being on the 26th instant, when two were killed and others badly mauled. Police Sergt. Gordon is endeavouring to trace the animal. Meanwhile all the cattle have been removed from Lantao to the neighbouring island of Po Tung.

Our Peking Correspondent telegraphs to correct a misconception contained in the article from a Correspondent on "Currency Reform in China" published in The Times of May 19. It was there stated that "according to the Peking Correspondent of The Times £2,500,000 may be devoted to paying off obligations incurred under the Boxer indemnity protocol." This, our Peking Correspondent says, is a misreading of his telegram published on April 17. The emround were: Duncan, 144; Harry Vardon, playment of the £2,500,000 referred to is intended to meet the Boxer indemnity gold obligations in Europe against equivalent silver payment in China, a purely paper transaction permitted by the banks to enable China to save the double exchange. .It is not to be devoted to payment of the Boxer indemnity .- The Times.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUISNE JUDGE).

A QUESTION OF ARITHMETIC. Cheng Fuk Hing brought action against the Tsun Shing firm and Tso Tsun Sing, the managing partner thereof, to recover the sum of \$598, balance due for work done in removing a mound of debris at the Italian Convent.

Mr. Christopher Wilson (of Messes. Hastings & Hastings) appeared (for the plaintiff, and Mr. Bulmer Johnson (of Messrs. Dennys & Bowley) represented the defendants.

Mr. Wilson informed the Court that this was a claim in which a question of arithmetic very largely entered.

His Lordship-In that case I don't want to go into it.

Mr. Wilson, said he was afraid the case was very largely dependent upon arithmetic. The claim was divided into two parts. One was the claim for work done in removing a certain mound of debrie from the Italian Convent, and the other part of the claim was for earth supplied by the plaintiff to the defendants. "His Lordship would notice that the work was done at to many dollars per cheng, and he thought it would result in whother the calculations were correct, or those of the defendants. The plaintiff was a contractor, and about the middle of December, 1909, he agreed with the defendant firm to supply earth at the price of \$7.70 per cheng, which was 12½ feet square by 11 feet deep. It was part of the arrangements that the earth was to be measured in a wooden barrel.

His Lordship-Have you a contract in

Mr. Wilson-No, but we have the wages book in which the accounts were entered from time to time.

His Lordship-If it is going to be a question of accounts it had better go to the Registrar.

Mr. Wilson-I think it is entirely. Mr. Johnson - As far as the question of earth supplied is concerned, we deny any liability, and for the removal of the debris we have paid in full except \$45.95, and we have paid \$46 into Court.

Mr. Wilson stated that the plaintiff commenced to carry out his part of the contract on or about December 16th, 1909, and went on till the middle of January, 1910. Then he noticed that the barrel or measure used by the defend. ants' foreman was too large. Suspecting that it was not the correct size, he taxed the fo eman with the fact and lie would say that he admitted it. Calculations made by the foreman of the excess he had been supplying over the quantity that ought to have been supplied were arrived at and entered by the defendants, in the plaintiff's wages book. That was the part of the claim amounting to \$57.59. With regard to the second part of the claim for work done, plaintiff was naked by defendants to remove the mound from the Italian Convent.

After hearing the evidence his Lordship entered judgment for the amount paid into Court, with costs up to the date of payment in. Subsequent costs were allowed the defendants.

DEBTOR'S ATTEMPTED ESCAPE FROM CUSTODY.

A LEGAL POINT.

Mr. F. A. Hazeland at the Magistracy yesterday afternoon gave his decision on the legal melodies. point raised in the charge against John Entem of unlawfully attempting to escape from legal custody while being conveyed from Victoria Gaol to the Supreme Court on the 16th instant-Mr. F. B. L. Bowley, Crown Solicitor, prosecuted, and defendant was represented by Mr.

Hind (of Mesers, Brutton & Hett).

His Worship said - With respect to the legal point raised herein my finding is in favour of the defendant, because I am of opinion that the Common Law offence of escape does not apply to prisoners in custody on process. The definition which has been adopted in all the text books with respect to this Common Law offence is the one set out in volume II. of Hawkin's Pleas of the Crown, chapter XVII., section V The headnote in this chapter is as follows:-"Of hindrances in bringing offenders to public justice," etc., and the definition in section V. reads as follows: "As to such offences by the party himself, without force, which seems prop. | the stones: erly to come under the notion of escapes, there is little remarkable in the books; and therefore I shall content myself with taking notice that as all persons are bound to submit themselves sions. to the judgment of the law, and be ready to be justified by it, whoever, in any case, refuses to undergo that imprisonment which the law thinks fit to put upon him, and frees himself from by any artifice, before such time as he is deliver- mentioned the names of several restaurants in ed by due course of law, is guilty a high contempt, punishable with fine and imprisonment." This word "offenders" in the headnote means a criminal offender. To make it quite clear, in Russell on Crimes, volume I., at page 889, where the above definition is given in practically the same language, the learned author has also interpolated the words great big bear. Befo' Ah sails for New York "where arrested on oriminal process." The

charge is therefore dismissed. His Worship (to Mr. Hind)—I have not gone

into the other question. Mr. Hind-There was no necessity.

Mr. Bowley-About the return of the habe is

His Worship -- I discharge him from the pre- of varied colouring. sant charge. Mr. Bowley-Your Worship discusses the charge? His Worship—Yes.

SHIPPING NOTES.

The China Merchants' Steam Navigation Company have decided on the building of a new river boat of magnificent proportions for service on the Yangfze. It has not yet been decided (says the Hankow Daily News) whether the order for the new ship, which will be one of the finest on the river, will be given to a Far Eastern firm or be built in Europe.

The British s.s. St. Hugo, which ran ashore on Tanogashima, Kagoshima-ken, on the 7th inst., has been abandoned, her salvage being considered hopeless. She lies on a reef of rocks on the eastern shore of the island, exposed to the swell of the Pacific and with no shelter from storm. The St. Hugo had no cargo on board when wrecked; she was proceeding to Mike to load coal for Singapore. The night preceding the accident the weather was bac and the vessel got out of her course.

The most striking note of progress that we have heard for the year (says our Hankow contemporary), is the projected enterprise of a few Chinese merchants of Peking who contemplate establishing a shipping service direct between China and Europe. The proposed capital is to be twenty-five million tasts; it is to be private money; the float is expected to be comprised or thirteen large steamers; the run will be between Shanghai and a British port; the first deal is expected to be for the P. and O. Company's Malacca; later a special river service will be started to cater for trade between Shanghai and up-river ports to Ichang. The China Merchants Steam Navigation Company are to be the local

NEGRO BOXER'S TRIUMPH.

A FIRST-CLASS PASSENGER.

The London Daily Telegraph's Correspondent in New York wrote on the 6th inst. :-

Jack Johnson, the world's heavyweight champion, won his biggest fight against race prejudice when he sailed for Lendon to-day from New York as a first-class passenger aboard the Kronprinz Wilhelm. He is accom. panied by his buxom white wife, and the couple have the distinction of being described on the passenger's list, which included various Counts, as "Mr. and Mrs. Johnson.". Europeans who have never lived on this side of the Atlantic can hardly appreciate the terrific force of the punch which the negro giant has delivered upon the solar plexus region, as it were, of American social convention. Notwithstanding the famous Declaration of Independence, intimating that "all men are born equal," &c., negroes in many narts of America, even those who are wel educated and prosperous, are not allowed to ride in the same vahiala as whites, let Blone ent together in the same restaurant. Now, Jack Johnson, who has paid £150 for the use of officers' rooms, is entitled to sit down amongst barons, counts, and ladies in the first-class dining saloon, and also to attend the four o'clock tens and disport himself on the promenade deckjust like a white person, a privilege which it is hoped the champion will not exercise too freely, or there will be a riot amongst the American citizens aboard.

It is known that "Little Arthur," as he is called, must have booked by a subterfuge, but with his fare and a cabin assigned to him, he can now hurl defirmes at the entire ship's company. He has taken with him an enormous bass viol, the same instrument with which he relieved the tedium of Keno during his training to most Jeffries by twanging plantation

PUGILIST'S JEWELLERY Johnson will not have any difficulties with the Customs officials on returning. In his big red touring car he called at the Port Collector's office vesterday afternoon, and, emptying a gold jewel-bag, containing a pair of superb diamond earrings, a diamond "sunburst" as big as a small plate, and many diamond rings, had them registered. "Ah'm goin' to wear these bits of glass," said the champion, smiling broadly, "at the Coronation, and ah comes heah ces we don't want no trouble about smugglin'

when we returns. In one cabin adjoining the champion's stateroom there is a Von Somebody, and in the other a laren from San Francisco. Johnson was proudly walking the deck with his wife just before sailing this morning. Mrs. Johnson is not only buxom but young and very handsome Like her husband, she was covered with jewels On his right hand the boxer wore a ruby and on his left hand a large emerald. To the company of Pressmen who had assembled in the champion's honour - he is by long chalks the most important personage aboard—the conqueror of Jeffries said, alluding to the colours of

"Ah always dress port and starboard to sail 'cause in the night, when Ah'm out on deck, and it's dark, people can see the lights and tell whether Ah'm comin' or goin', and it avoids colli-

Johnson confided to The Daily Telegraph representative that he is always very pleased to visit London, because a "white man" always had a square deal in London as regards travel, seats at the theatre, or in dining. He recognises also that England is a nation of sportsmen. He of vour metropolis where his "tainted dollars" have been joyously received.

Asked whether he would do any boxing in London for the Coronation visitors, Johnson smiled spaciously, showing many gold-filled teeth, and said: "Ab'm just willin' to fight any livin' thing. For £6,000 Ah'll fight any man, and if you can't get a man to meet lil Arthur in London, why, just send me along a I'se jus' tickled to death to chaw up one of your British champions.

Johnson intimated that he might appear in London music halls before he returned, and is accompanied by two white sparring partners, Joe Menahan and Monte Cutler. The champion's coloured chautour and also two motor-cars form part of his travelling equipment.

Mrs. Johnson's retinue consists of two maids In addition to a big bass viol, there is a huge phonograph with a big green horn, and twenty

LATE TELEGRAPHIC NEWS.

IMPERIAL COURT OF APPRAL

London, June 13th: The official report of the debate on an Imperial Court of Appeal states that the Australian delegates dwelt on the anomaly of having different Courts of Appeal for the United Kingdom and the rest of the Empire. A single Court was an other step towards Imperial unity.

Lord Loreburn said the personnel of the two Courts was substantially identical. He did not know a case where there had been any conflict between their decisions. He suggested that each part of the Empire should formulate its wishes regarding the tribunal it wanted and especially as to whether it desired British Judges only or whether there should be a permanent Judge from each Dominion; and whether those Judges should deal with all appeals to the Privy Conneil or whether individual judges with the British judges should deal only with appeals from the respective Dominions. He suggested that the cases of a particular Dominion should be heard consecutively at a time convenient for the attendance of the Judge

of that Dominion. If each Dominion would say what kind of Court it preferred the Imperial Government would do its utmost to meet its views. His idea was to add to the highest Court of Appeal for both the United Kingdom and the Dominions two Euglish Judges of the finest quality, to make a quorum of five. The Court would sit successively in the House of Lords for appeals from United Kingdom and in Privy Council for appeals from oversess.

Sir Joseph Ward thought it would be hardly practicable for New Zealand judges to come to England to deal only with New Zealand cases. Mr. Malan said South Africa generally was satisfied with the present practice.

Several delegates objected to judges of other

Dominions sitting on appeals from their Dominious in view of the different systems of law. The resolutions were withdrawn and a resolution was adopted asking the Imperial Government to formulate its proposals and communicate them to the Dominions at the earliest possible

THE QUESTION OF NATURALISATION. In the debate on the question of naturalisation Mr. Winston Churchill suggested that any person who possessed local naturalisation in any part of the Empire should be able to apply for a certificate of Imperial naturalisation. validity and effectiveness of local laws regulating immigration and differentiating between clusses of British subjects would remain un-

of a scheme based on his proposals, and this was carried unanimously.

TELEGRAPH BATES AND STATE-OWNED CABLES DISCUSSED.

London, June 15th: The Imperial Corence to-day discussed Sir Joseph Ward's resolutions regarding a Stateowned Atlantic cable, a State-owned telegraph across Canada, the cheapening of rates, and the development of telegraphic communications within the Empire, including the ultimate establishment of a chain of British State-owned wireless stations. The Conference also discussed Mr. Fisher's

resolution in favour of the nationalisation of the Atlantic cable. The Conference afterwards considered New Zealand's suggestion of a universal penny post-

age and the Imperial Government's proposal

for Imperial postal orders.

telegrams not in code would be shortly introduc- him up at the corner. effective Government control over rates. The | tickot window, running up and panting. present licences would lapse after ten years. Uniformity could then be secured throughout to the booking clerk. "Has he arrived yet the Empire. The Government would also and Burns gave an accurate description support the development of wireless telegraphy, Ulrich.

Sir Joseph Ward's and Mr. Fisher's resolutions were withdrawn in view of the prospects held out by Mr. Samuel's statement. THE JUDICIAL CHANGES AT HOME.

which must have some effect on cable rates.

Allahabad, June 15th, The Pioneer's London correspondent wires that Lord Loreburn in his speech to the Couference foretold the early retirement of Sir Arthur Wilson, K.C.I.E., from the Judicial

FALSE RUMOUR OF LORD KITCHENER'S

Calcutta, June 15th. All the Colcutta papers reproduce from the Indian Daily Telegraph the statement that Lord Kitchener is engaged to Miss Leonora Hearsey, daughter of Mr. L. Hearsey, the wellknown Angle-Indian Zemindar, whose estates are in Oudh. The family is descended from General Hearsey, the famous Eurasian soldier.

Mr. Lionel Hearsey, father of Miss Leonora Hearsey, who was reported to be engaged to Lord Kitchener, wires that it is a diabolical lie. "Beware of intrigue," he adds.

CONFERENCE OF THE MINERS' FEDERATION. London, June 16th. The Conference of the Miners' Federation,

held in London yesterday, discussed the proposed minimum wage for workmen employed in abnormal places. The Conference adjourned without a decision, but the general feeling was that an attempt to

establish uniformity of wages was practically The discussion was notable for the isolation of | counterfeiters to prison. the South Wales representative, who urged a national strike with the object of securing such a wage, and who were not only out-voted but shouted down by the English and Scottish dele-

FAILURE OF THE BIBKBECK BANK.

Loudon, June 15th. In the House of Commons to-day Mr. Lloyd George vigorously refuted the statement that the failure of the Birkbeck Bank was due to his finance. He had enquired into the matter, and read a statement by the Chief Accountant of the Bank to the effect that the failure was due to the great fall in the investments of the Bank during the South African War-(cheers)-and the making of Colonial Securities trustee investments. Another cause was the large depreciation. Mr. Lloyd George added that the Board of

Trade was hopeful that the depositors would only lose a very small proportion of their money He considered that the conduct of the Unionist papers in trying to persuade the poor people to attribute their loss to the Liberals was not only mendacious but mean. (Loud cheers).

> SIR RUTUS IBAACS. London, June 15th.

Buckmaster will be the new Solicitor-General. Mason in the Daily Mail.

VENEZULA'S EX-PRESIDENT TURNS UP. Washington, June 16th.

The Government is concerned by the discovery of ex-President Castro in Huitian waters on board a vessel flying the German flag, and is sending warships with orders to deport the ex-President to Europe by the first vessel.

STRIKE OF WOOL-COMBERS. London, June 16th Eight thousand wool-combers have struck Bradford demanding an increase in wages.

REAL SHERLOCK HOLMES

If Sir Arthur Connn Doyle ever runs shor of Sherlock Holmes adventures, he can replonish his stock by consulting with William J. Burns, the American detective who has run to earth the trade union dynamiters. Burns is the greatest detective America has known. He is a genius at the game, and he works like Sherlock Holmes. Common-sense he calls his method, but it is in reality his brilliance of deduction that has sent him to the top of all American secret service agents.

For twenty-five years Burns has been in the business of catching criminals. Most of that time his employer was the United States Government, but a couple of years ago he left! the Federal Secret Service and set up in business for himself. His chief work now is guarding the twenty thousand banks that constitute the American Bankers' Association, but he find time occasionally for other employment. H operations against the labour dynamiters consti tuted one of these little side-trips of his.

Burns is the physical antithesis of Sher lock Holmes. He is not a tail, thin nervous individual relying on stimulants to keep his brain going. He is fat, if no exactly dumpy, phlegmatic, and moved from neurotic influences. He destroys another illusion by never carrying a revolver. But he does wear disguises. He proved the efficacy of a dispulse by his work on "The Case of the German Counterfeiter."

SHADOWED BY ONE.

The counterfeiter was Charley Ulrich, the most versatile producer of bad money who ever bothered the American Government. The Government itself adopted Ulrich's method of enaraving notes after he was caught. Ulrici was once convicted, but after serving part o - Mr. Churchill moved a resolution approving his sentence, he was pardoned. He went Germany, and the Berlin police promised to notify Washington if Ulrich attempt ed to return to America. Ulrich out of Germany secretly, and the thing the American secret service knew was that Ulrich was back again, chumming with gang of counterfeiters. The gang wante Ulrich to engrave some plates for them. Ulrich however, had reason to believe he was watched and he was cautions. He moved from Now York to Cincinnati, and Burns was assigned

observe him. Burns moved into a flat opposite, disguised a a working man. His wife was his only assistant. Burns knew Ulrich was on the watch. So every morning, in his working clothes and carrying his dinner pail, he left his flat by the fron entrance. Mrs. Burns, from a window Ulrich observing from his own

the impresed working man, na Borns, once around the corner, returned In the debate at the Imperial Conference on | to his house by a back entrance and changed his cable rates the Right Hon. Herbert Samuel said | clothes. Then, when Ulrich started out, Burns he hoped a system of half-rates for deferred | reshed out also, by the back way, and picked

ed by the principal Cable Companies. Steps | For six months he followed every movement were also being taken with a view to a reduction of Ulrich. One morning Ulrich went to the the Press rates. The Government would railway station. He bought a ticket and left insert in all new landing licences a clause giving | A. few moments after Burns approached the

"I promised to meet my uncle here," he sai

"Yes, he has just left," replied the clerk.. "Well, give me a ticket like his," said Burns and the clerk gave him a ticket to New York.

THE MISSING SIGNATURE.

Then Burns knew Ulrich believed he had thrown off all suspicion that he was back again with the counterfeiters, and intended going to New York to meet them. Burns boarded the nort New York train as soon as it was made up. A little later he saw Ulrich arrive at the gate. He hung around, watching everybody, until just before the train started. Then Ulrich jumped on, the last man abcard, convinced he was not shadowed

He left his bag in his seat after the train had started, and walked into the smoking-car. Burns examined the bag and discovered a full set of engraving material. The evidence of Ulrich's intentions was complete. At . Now York Ulrich entered a telegraph office, and wrote a message to the chief of his gang, "Have just arrived." He had not filled in the address nor the signature, when he looked up and saw Burns gazing down at the telegram.

"Are you interested in this?" asked Ulrich sarcastically. "Yes." answered Burns.

"Well, may be you had better write it," invit-Barns took the pen and wrote the address and

"You are interested, aren't you?" exclaimed. That was all he said. Burns took him to an hotel and persuaded him to confess. As a result of the confession, a trap was laid, which resulted

HYPNOTIC INFLUENCE.

in sending the notorious Bradford-Brockway

That was one of Burns' most famous cases. Another was his capture of twelve counterfeiters, who put into circulation a hundred-dollar (£20) bill bearing the head of President Monroe. Banking experts were unable, in many cases, to his house," he is of course shadowed by detect the counterfeit, so superb was the execu- detective. tion. Burns spent fourteen months on the job, and finally got his clue by eliminating every skill to produce the notes.

the disgrace. He also unearthed the evidence however, he found to his consternation that his in the San Francisco "graft" scandals, a short money had disappeared. time ago, for which "Abe" Reuf, the San Francisco political "boss," is now serving a fourteen-year term of imprisonment.

The evidence in the San Francisco scandals was obtained by securing a series of confessions. ed and watched me." Starting with underlings and gradually working to the top. Each subordinate confession hind him and told him exactly what he thought was used to frighten the next higher man, until of him. at last Renf himself was driven to confess. The Times says it is understood that Sir Ru- Burns has a remarkable faculty for making fus Isaacs will shortly be appointed a Lord of | criminals confess. He seems to hypnotise them. Appeal, and Sir John Simon, Solicitor-General, Most of his evidence has come to him by this will succeed him as Attorney-General Mr. curious trait which he possesses .-- J. W. T.

THE CHINESE VOLUNTEER MOVEMENT.

A writer in the London Evening News says: --After reading The Times correspondent's account of the new Chinese Volunteer Move. ment, the Yellow Peril of the East takes on, for me, a yellower tinge, a more perilous shape. The native merchants, who were not, until yesterday, a defiant and a warlike body of men, are enrolling themselves in volunteer corps, preparing, in uniforms and cartridge-belts, to meet

to morrow's upheaval. These merchants of Shanghai had already their associations—the Merchants' Literary Society, the Merchante' Society for Study during Spare Time, the Merchants Bodily Exercise Association. To our ears there is something barbarous about these names. Our merchants of the City of London are without question, the flower of merchants ail. But I do not hear of them, as a body, meeting to discuss Elizabethan classics or the assay-writers of Queen Anno's Augustan age. I should never venture to ask a Produce Broker's opinion of the Restoration drama, or a General Agent's judgment in the matter of Tennyson's experiment in hexameters. As for Study during Spare Time and Bodily Exercise, every body knows that, during the golf season, our merchant has no spare time and as much bodily exercise as he cares about. When our City morehants meet, they meet for some serious purpose, such as a public dinner.

Even in the new volunteoring scheme refuse to remark an example of the Westernising of China. Our City clerk, like a good fellow, turns out in his thousands, a soldier and a territorial. His employers, however, are not in the ranks with him. There was an antiquated fashion, obeying which the old City morchants mustered themselves as a London militia or trained band shouldering muskets or trailing the puissant pike. Custom, nowadays forbids such practices; and for one City merchants who leaves London to day in sword-belt and putties, I would count hundreds with bags of golf-clubs.

This Yellow Peril, then, is not that China is becoming Westernised, but that it is becoming Chinese. A native theatre gave a benefit per formance for the Volunteer Corps. The play. a disturbing "Chinaman's Home" sort of play. was called "How a Patriot Loves his Country." It made the ladies weep for patricic emotion made the audience pitch gold money and jewels upon the stage; and its text was, " It is the du y of the people of China to render military China, if I may say so, was no dangerous

world-neighbour so long as she refrained from existing. Old Chinese sentiment regarded the Chinese empire as bound d only by the limits of the world. Geographers might admit that on the ragged edges of this empire the police of the sacred Emperor allowed matters to get out of hand Barbarous tribes calling themselves Russians or Prussians or English or Heligolanders showed signs of undutiful independence. But China was one with the world; and the Emperor, was reigning in the very middle of it all. Now this volunteer movement is a hereay that contradicts all the sages. These merchants in cartridge-belt are recognising that China, although very large, is China, and that the rest of the world is independently unfriendly Thence a new patriotism which will cat up the old placid vanity of a Chinese globe. Rome was patriotic in her day, but never, I think, so patriotic as when she first set up her mud walls

by the Tiber and made her first raid upon a near neighbour's cattle and wives. By the time she had conquered everything that the geo-Black Sea chieftain and the Iberian captain and the squire in a Hampshire villa were all boasting that they were Roman citizens, patriotism died away at the heart of Rome. If I want to boast that I am a true-born Englishman I must have a Portugue, at least, in sight.

Now that China has shrunk to the size of China, she has found herself. Her volunteers are enrolling, and a national anthem of Mongolian discords will soon be given to the band. While it was the flag of the civilised world, the dragon banner may have been respected by lawabiding Chinamen. It is now the flag of China the Dragon, the enemy of all the Eagles and Leopards and Lions and Chrysanthomums is a monster to be followed to the death.

There is a blazing sun in the sky as I write these lines. It makes England, for me and for those who have my lizard temperament, a pleasant place. , But if I boast of it to the foreigner who is pacing the Embankment with Buedaker, there will be no bite in the beast. The German and the Frenchman are also shareholders in that same sun. So is the citizen of Tombstone, Arizona, who, indeed draws larger dividends from his holding. If we could but have a sun for every nation, I should be vain-gloriously quarrelsome over that English

and incomparable suc. For these good reasons I look for trouble in our relations with China. There was no reason, to my mind, for uneasiness when we heard that colonels of battalions in the Eight Banners, the Green Standards, or the Human Tigers, were to pass examinations by German instructors in tactics, that a sound memory of ancient literature was no longer to advance a warrior as Adjutant-General or General of Brigade.

Gongs and bows and arrows might make way for repeating rifles and Maxims. But so long as China was for Chinamen the world of men, these things did not matter much. Now that China is a right little, tight little empire of a mere four hundred millions of compatriots they matter a great deal: the Foreign Office wil have to study China during its Spare Time.

THE TRIALS OF A JAPANESE SOCIALIST. AN AMUSING EPISODE.

An amusing Socialist episode is reproduce by the Jupan Herald from the N. ppon, ::

At Haramachi, Hoishikawa (Tokyo) there dwells a Socialist named Yoshikawa, He is professedly engaged in the sale of newspapers and magazines, but whenever he emerges from

Recently be went out to collect money for advertisements; and having pocketed Yen 90 engraver in the United States who had not the in cash he boarded a tramcar. By his side sat the spy. "Well," he thought to himself. Burns secured all the evidence in the scandals wit is quite nice to have a delective near attending the fraudulent sale of Government at hand on such an occasion." So he sprawbit land in Oregon, a case which practically caused at his case in the car in a luxurious sense of the death of a United States senator through security. When he slighted at Tori Ni-chome,

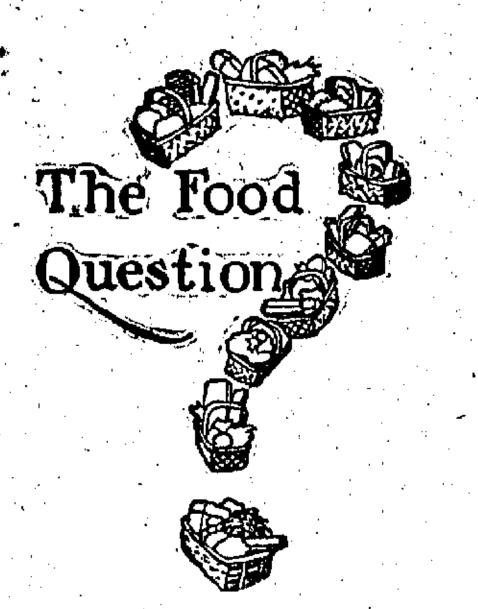
> "This comes of my unwariness." he said to himself in utter dismay: "but it is, to say the least, very unkind of the detective to allow a pickpooket to rob me in this way, since he foliow-. He turned round to the official emissary b.

> Thereupon the police scout replied: -"I was absolutely unaware of the presence of a pickpocket. But you must understand ouce

> and for all that I am not instructed to follow

you in order to protect you from the exploita-

INTIMATIONS



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OF THE

PROVISIONS

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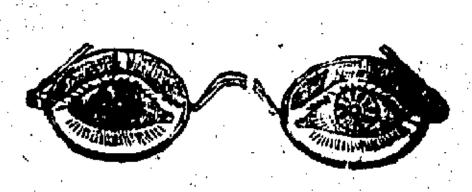
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5th Ed-Lieber's.



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STEAM FOR FIUME AND TRIESTE (DIRECT). Calling st SINGAPORE, PENAN CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the PEESIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS). THE Company's Steamship

" PERSIA," Capt.Cliunak, will be despatched as above on WEDNESDAY, 26TH JULY. This Steamer has capital accommodation for passongers, excellent onisine, electric light electric fan and carries a doctor and a stewardes. For information as to Passage and Freigh

SANDER, WIELER & Co. Princes Buildings. Hongkong, 3Cth June, 1911.

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Hongkong, 1st June, 1911.

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T is proposed to form a TENNIS CLUB at I Kowleon for Europeans and to lease the Four Courts at the back of HUMPHREYS ESTATE Co's Flats in Nathan Road. These interested in the above project are requested to send in their names to

The Secretary, HUMPHREYS ESTATE & FINANCE Alexandra Buildings. Hongkong, 22nd June, 1911.

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W E teach you only what is practical and applicable to your business or occupation. Our different subjects are :-A General Merchant's Business. Estimates on Machinery and on Contracts, Typewriting. German Language.

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The above subjects are sub-divided into special Please write us for full particulars on any

. We are also Agents for the well-known and ELECTRICAL ENGINEER INSTITUTE OF CORRESPONDENCE INSTRUC-TION, LONDON.

The subjects they teach are as follows:-Electrical Engineering, Mechanical Engineering. The Electrical Engineer Institute also subdivide the subjects they teach into special courses for the selection and choice of their students, so that they may go in for a complete course or a special branch of Electrical Engineering or Mechanical Engineering.

We shall be glad to give you full information, if you will kindly write to :- TRAINING. Care of "Daily Press" Office, Hongkong, 28th June, 1911.

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The popular English Manufacturers. In all Bores and Sizes.

SMOKELLSS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, 37 and \$7.50 per 100, SPORTING REQUISITES nd AIR GUNS in Variety.

Inspection Invited.

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Wa'ch Hand-Bills for Further Announcements. Hongkong 29th June, 1911.

PUBLIC COMPANY

HUMPHREYS ESTATE & FINANCE COMPANY, LTD.

SHARE CERTIFICATES, Nos. 5,248 and 5 249 for One hundred and twenty-five (125) Shares numbered 148,070 to 148,169 and 148,170 to 148,194 inclusive, fully paid-up, standing in the Register in the name of NG LI HENG, of Hongkong, having been Lost or Destroyed, Notice is hereby given that unless the said Certificates be produced at the Offices of the Company, Alexandra Buildings, Des Voux Road Central, Hongong, on or before the 28th day of July, 1911, Now Certificates for the said Shares will be issued and the Old Corti ficates will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 28th June, 1911.

WANTED

WANTED.

N ENERGETIC and EXPERIENCED A CHINESE BROKER, who thoroughly understands the Sundry Goods Business. A Apple in writing to Apply in writing to Care of "Daily Press" Office, Hongkong, 2nd June, 1911.

. WANTED TO RENT.

5 to 8 ROOMED HOUSE-Caine Road A or Upper Level-long lease or will purchase if suitable.

Replies to-W. A. S., Care of " Daily Press" Office. Hongkong, 28th June, 1911.

PEDDER ST. (Hongkong Hotel Building),

Dealers in DOSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &co.

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Photographic Goods of every Description in Stock.

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TO LET

TO LET. KENNEDY ROAD.

SAM WANG & Co., 81, Queen's Boad Central.

Hongkong, 20th June, 1911.

TO LET. NE ROOM, suitable for Office use, on Second Floor, Prince's Building.

WM. MEYERINK & Co. Hongkong 28th June, 1911.

TO LET

TO LET.

FFICES on Ground and First Floor in Chater Road. Very central position. VILLA, West, 25, WOODLANDS

Seymour Road. The EYRIE, No. 13, Peak, newly Painted and Colour-washed.

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Hongkong, 31st May, 1911.

OUSE, in Knutsford Terrace, Kowloon. THE HONGKONG LAND INVEST-MENT & AGENCY Co., LTD. Hongkoug, 16th June, 1911.

TO LET.

TO. 2, RUA DA BOA VISTA, MACAO. Apply to-

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SEVERAL CONVENIENTLY SITUATED ROOMS, suitable for Offices. Ground and First Floor.

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A. S. WATSON & Co., LTD. Hongkong, 8th June, 1911.

TO LET.

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THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 1st June, 1911.

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TLATS in Nathan Road. FOUR-ROOMED 'HOUSES newly painted and colour-washed throughout. Cheap rent. and COMMODIOUS SHOPS, Road, Kowloon, Immediate Nathan : Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Yaumati,

Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. HUMPHREYS ESTATE & FINANCE

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TO LET.

NYOS. 9 and 10, MACDONNELL ROAD. FLAT in Blue Buildings, 4, Praya East. 19. CONDUIT ROAD. GODOWNS, To Let, at Blue Buildings, A. Prava East.

"CREGGAN," 39, The PEAK. OFFICES in King's Building, 4th floor. GODOWNS, 151 to 155, PRAYA EAST. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams sto Also New EUROPEAN FLATS, adjoining

he new Seaman's Institute, Praya East. Apply to— THE HONGKONG LAND INVEST MENT & AGENCY CO., LD. Hongkong, 10th June. 1911.

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HENRY HUMPHREYS. Alexandra Buildings. Hongkong, 7th April, 1911.

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Hongkong, 1st June, 1911.

CODOWN, No.51, DUDDELL STREET. THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD.

BANK8

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Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 12,378,100 (£1,031,500) Fl. 2,754,338,09 (£229,528) Reserve Fund

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THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:--

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12 months 4% per annum.

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Shanghai Keelung HONGKONG OFFICE: 3, DES VEUX ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had on application.

Yokohama

K. TSUDZURABARA, Monagor. Hongkong, 1st May, 1911.

RESERVE FUND ... Gold \$3,250,000

CORPORATION.

Gold \$6,500,000 HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: 36 Bishopsgate.

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GEORGE HOGG. Manager, No. 9, Queen's Road, Central. Hongkoug, 21st February, 1911.

THE BANE TOKOHAMA . SPECIE

LIMITED. CAPITAL PAID-UP Yen 24,000,000 Date 13th March, 1511

HEAD OFFICE-YOROHAMA.

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Kobe ' Hongkong-Interest Allowed. On Current Account at the rate of 2 per cer per annum on the daily balance. On fixed deposits for 12 months 4 % per sumur

TAKEO TAKAMICHI. Manager. Hongkong, 13th March, 1911.

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INCORPORATED BY ROYAL CHARTER, 185 HEAD OFFICE-LONDON. PAID-UP CAPITAL £1,200,000 RESERVE FUND £1,625,000

RESERVE LIABILITIES OF PROPRIE-

TORS......£1.200,000 INTEREST allowed on Current Account at the rate of 2 percent, per annum on the Dank On Fixed Deposits for 12 months 4 per cent, for 6

WM. DICKSON: Manager. Hongkong, 2nd May, 1911.

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THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORA-TION. Rules may be obtained on application. INTEREST on deposits is allowed at Si per cent. per annum. Depositors may transfer at their option balance \$100 or more to the Hongkong AND

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SHANGHAI BANK to be placed on FIXED

BANKS

KIONGKONG AND SHANGHA BANKING CORPORATION.

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£1,500,000 at 2/-=\$15,000,000

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Andrew Forbes, Esq.

G. Friesland, Esq.

C. S. Gubbay, Esq. CHIEF MANAGEE: Hougkong-N. J. STABB.

E. Shelling, Feq.

H. A. Siobs, Eng.

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Manager: Shanghai-H. E. R. HUNTER.

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Hongkong, 2nd May, 1911

MERCANTILE BANK INDIA, LIMITED. AUTHORISED CAPITAL ... £1,500,00 SUBSCRIBED PAID-UP ...

RESERVE FUND BANKERS: LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the

Daily balance. ON FIXED DEPOSITS: -4 per cent. For 12 months 34 per cent. 2) per cent F. C. MACDONALD, Acting Manager.

FOR SALE

Hongkong, 29th April, 1911.

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ENLIS," 76A, PEAK; SEVEN ROOMS; Large Verandahs; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn, 15 minutes walk from Tram, 7 minutes by Rickshaw. One of the bost situations at the

Apply-THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 2nd February, 1911.

FOR SALE.

DEMAINING Portions of MARINF LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

IN LOTS TO SUIT TENANTS OR PURCHASERS. MARINE

OR SOLD

No. 285 EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply-G. FENWICK & Co., LTD., Engineers, &c., PEANA EAST, HONGKONG. [111-112 Hongkong, 8th June, 1906.

ON SALE. CONGKONG HANSARD REPORTS MEETINGS LEGISLATIVE COUNCIL Session 1910. REVISED BY THE MEMBERS.

Hongkong, 21st February, 1911. FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &C.,

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NEWS OF THE FAR EAST is given in the

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ON SALE.

DOUND VOLUMES of the HOKONGNG WEEKLY PRESS. July to December 1910. With Indus. Price \$7.50. On sale at the "Hongwong Daily Press Hongkong, 28th March, 1911

NOTICES TO CONSIGNEES

EAST ASIATIC COMPANY, LTD.,

COPENHAGEN.

NOTICE TO CONSIGNEES. THE Steamship

"INDIEN." laving arrived, Consignous of Cargo are hereby normed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence

delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st July will be subject to rent

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st July, at 9.30 A.M. All Claims must reach us before the 5th July, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned. MELCHERS & Co., Agouts.

Hougkong, 24th June, 1911.

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

HE Steamship. "INDRADEO." having arrived frem the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed AT THEIR BISK into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the

wharves, delivery may be obtained. Goods not cleared by the 2nd July, at 6 P.M., will be enbject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on SATURDAY, let July, at 10.30 A.M. Claims against the steamer must be presented within 40 days of arrival, otherwise they will

not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 26th June, 1911.

FROM EUROPE.

THE H.A.L. Steamship Captain Fases, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown

Co., Ltd., whence delivery may be obtained Undersigned. Optional Cargo will be carried on unless notice to the contrary be given TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date

they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd July will be subject All broken, chafed, and damaged goods must be left in the Godowns, where they will be

examined on the 3rd July, at 9.30 A.M. No Fire Insurance will be effected by us in any case whatever This Steamer brings on Cargo: Ex 8.8. "Göteborg" from Göteborg. Ex s.s. ". uzanne et Marie" from Bordeaux. Ex s.s. " Brunla " from Skien.

Hongkong Office. Hongkong, 27th June, 1911.

HAMBURG-AMERIKA LINIE,

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZESS ALICE." having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th July will be subject All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th July, at 9.30 A.M.

July, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be coun ersigned by the Indersigned. This Steamer brings Cargo:

All Claims must reach us before the 8th

Ex s.s. "Barbarigo" from Venice. NORDDEUTSCHEE LLOYD, MELCHERS & Co., General Agents. Hongkong, 27th June, 1911.

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Documents translated from or into Classical or Colloquial Chinese,



Sozodont

Everyone uses a toothwash or powder Most are not satisfied and try one after another. And still the teeth are not as white and hygienically clean as they should be.

Let them try SOZODONT. It does what is wanted and is the most pleasant denti-

frice one can use-iragrant, smooth, and antiseptic. Ask your dentist to tell you how good "Sozodont" is." Sorodent is in three forms-powder, liquid, and paste; each equally effective. Try the powder first it meets the requirements of most people



COLEMAN'S WINCARNIS. GREATEST TONIC THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU Its refreshing and exhibarating effects are a revelation to those who have never tried it before: "WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Boof and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina. Vitality and Force to Men. Women and Children

BUY IT TO-DAY From any leading Chemist.

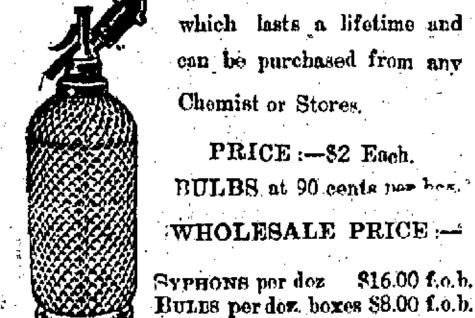
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Makes Mineral Water instantly at 90 conts a dozen Syphons. Anyone can do it. Failure is impossible. And you can save 50 per cent, by making your own Mineral Waters at bome with the

"PRANA! SPARKLET SYPHON,



which lasts a lifetime and can be purchased from any Chemist or Stores.

PRICE :- \$2 Each. BULBS at 90 cents now here. WHOLESALE PRICE:--

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A SOCIAL AND POLITICAL NOVEL OF ABBORBING INTEREST, By CHAS J HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

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Its description of Chinese Social Customs and Superstitions, combined with the insight is gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

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When on the Sick-list

a man's usefulness and enjoyment of life are about nil. He feels perhaps a burden to himself and a trouble to others. The cheerfulness natural to him is sadly overeast by the depression caused by continual indisposition. The sun of Good Health lies behind a black cloud, and before the warm rays can again rejoice him, that cloud must be dispersed. If such is your experience you should

Take

steps to ensure an immediate return of health and strength. This means that you should put your digestive organs in parfect order-cleanse the liver-regulate the bowels and kidneys—purify the blood-tone up the nervous system. To effect this thoroughly and completely you should put yourself through a course of that medicine which has proved of such exceptional value in so many cases—namely

Sold everywhere in boxes, price old. (16 pills), 1/18 (56 pills) and 2/9 (168 pills).

APENTA

Natural Aperient Water

For use by THE BILIOUS. THE GOUTY, THE CONSTIPATED.

THE OBESE.

DOSE:-A Wineglessful before Brenkfast.



Superior to Emulsions or Cod-Liver oil.

Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.-Recommanded at the Paris Aca-

demy of Medicine, for loss of

appetite and flesh, to patients with consumptive tendencies. Bold in bottles of 100 Capsules. Sold by all Chemists.

tariff, brought in proposals for preferential trade under which a preference of 5 per cent. was to be given to British manufactures. With a view to encourage British shipping and to equalize the unfair competition between British and foreign shipping, they attached a condition that the goods to benefit by the preferential arrangement should be brought into the Commonwealth in British ships manned by British seamen. The Governor-General, however, withheld the Royal Assent, and representations were made that the proposals came into conflict with certain treaties between the United Kingdom and foreign countries. Round the coast of Australia there were several powerful and very heavily sudsidized lines of foreign steamers, some of which were under agreement to be placed at the disposal of their own Governments in the event of war, and were in consequence partly manned by trained naval reserve men. The Government of the Commonwealth thought it their duty in the interests of the Empire generally to siderable compared with the trade of Australia, objects nimed at in the resolution had been of and New Zeuland. The point of view they put | late attained. forward was that if the Dominions by their

THE IMPERIAL CONFERENCE.

COMMERCIAL RELATIONS AND

BRITISH SHIPPING.

The following is extracted from a report of one of the sittings of the Imperial Conference:—

Mr. Fisher moved:—"That it is advisable in the interests both of the United Kingd m and

of the British Dominious beyond the sons that efforts in favour of British manufactured goods

and British shipping should be supported as far

He pointed out that other countries assisted

their shipping in its competition with other

shipping, both by subventions and by contribu-tions from the national Exchequer. They in

Australia endeavoured to counterbalance that

as far as they could. His colleague, Mr. Pearce,

Mr. Pearce said that in 1906 the Common-

wenith Government, when dealing with the

would deal with the matter more fully.

as practicable."

proposal, however, was not set aside on that power to deal with the question. ground, and the bestion might be discussed quite apart from the general policy of the British Government in meting out even handed justice to all sections of the population of the Empire whether white or coloured. Mr. Buxton said that the position of the British Government was twofold. They appreciated the desire of the Common wealth Government to a sist British shipping; but the matter had to be con-

sidered in connection with British shipping all the world over. The denunciation of parts of certain treaties might be undertaken if the end justified the means. But it was not merely a question of denouncing treaties. Our trade affected. With regard to British ships being manned by British subjects-leaving uside the question of colour-there had been a merked

improvement since the passing of the Merchant Shipping Act of 1906. He could not accept the resolution on the particular point which had been urged, but as regards the general principle the Governments were in agreement. SIR WILFRID LAURIER'S RESOLUTION.

Sir Wilfrid Laurier said that they were were in existence long before the Doand which were negotiated from the point of view of Great Britain alone. In recent years, however, the Home Government had governing Dominions in any commercial treaty without first obtaining their assent. It might to denounce treaties which are an advantage to the United Kingdom, but it might, nevertheless, be possible to meet the view of Australia. With a view to the matter being considered he would at a subsequent meeting propose the fol-

lowing resolution :---"That his Majesty's Government be requested to open negotiations with several foreign Governments having treaties which apply to the Overseas Dominions with a view to securing liberty for these Dominions which may so desire to with draw from the operation of the treaty without impairing the treaty in respect to the rest of

the Empire." Sir Joseph Ward agreed with the resolution proposed by Mr. Fisher. He thought it advisand of the Dominions beyond the seas that every effort to assist British manufactures and British shipping should be supported as far as practicable. Under existing conditions it was of the United Kingdom in many instances to compete on equal terms with heavily subsidized foreign shipping. As a result of the subventions and ther assistance given by other foreign countries, it was sometimes cheaper to ship goods from an English port to a German port and thence to Australia or New Zealand than to send those goods from Great Britain direct. Theques: tion of treaties opened up a very important matexplanation of his resolution. The employment conditions, and who were being competed lines of trade. of coloured seamen on British ships was against under inequitable conditions. a serious question from the New Zealand point he would deal with it more fully on a subsequent resolution. As to helping British manufactures New Zealand already did so to the extent of over half a million a year.

The further consideration of the resolution was postponed until Friday, the 16th inst., when other resolutions bearing on the same point are to be considered.

NAVIGATION LAW.

Mr. Fisher formally moved:-"That it is degirable that the attention of the Governments of the United Kingdom and of the Colonies should be called to the present state of the Navigation Laws in the Empire and in other countries, with a view to secure uniformity of treatment to British shipping; to prevent unfair PRINTING competition with British ships by foreign subsidized ships; to secure to British ships equal trading advantages with foreign ships; to The difference in cost between good and bad in store, and could be put on board at very short promote the employment of British seamen on British ships; and to raise the status and improve the conditions of seamen employed on such

Mr. Pearce said that whenever the Commonwealth proposed to pass a Navigation Law, it was reminded by the Board of Trade of the existence of the Merchant Shipping Act, 1894, and the Board of Trade had pressed on the consideration of the Commonwealth Government a view to which, as far as he knew, no Dominion Government had assented-viz., that the Merchant Shipping Act overrode the Dominion legislation, even in the territorial waters of the Dominion itself. He believed that both Canada and New Zealand had passed Navigation Acts containing provisions similar to those challenged by the Board of Trade in the case of the Com-

Dr. Findlay-One of ours was reserved for

Mr. Pearce said that it was necessary to have a clear understanding as to how the matter should be dealt with as between the United Kingdom and the Dominions. He agreed as to the desirability of securing uniformity, but he submitted that before the attempt was made, the Commonwealth should be permitted to-pass its own legislation, and then the matter could be dealt with. To interfere with the passage of such a Bill really impinged on the legislative power of the Commonwealth. There was no desire to put British shipowners at a disadvantage as compared with foreigners, but the Australian Government must in justice to their own shipowners see that they were not put in an unfair position as compared with the British shipowners. To secure that it was necessary that they should have a free hand to place their legislation on the Statue-book.

Mr. Harcourt pointed out that the communication of the views of the Board of Trade was made at an early stage under the impression that it would be to the advantage of the Commonwealth Government to know those views at the earliest possible moment.

MR. BUXTON'S AMENDMENT. Mr. Buxton said there was no desire to interfere with the constitutional rights of the Domiendeavour to assist British shipping in compe- nions. The Board of Trade, however, were bound tition with this class of foreign subsidized ship- | to consider and make representations in reference ping. The only way in which they could do so to the interests of the whole trade of the United crying need is for something which will give a was by exempting British ships from the provi- Kingdom, and it would be inexpedient if the sensation of strength. Under such excumstances sions of their mercantile law. That, however, communications of the Home Government were nothing compares with Sanatogen. This is the would be unfair to their own shipping, which, not made until after the law had been passed. under that law, was subjected to various obliga- The Government were willing to accept the known to science. It contains no alcohol o tions and burdens. It was with a view to proposed resolution provided that it read: giving some assistance to British shipping that - "That it is desirable that the attention of the body-building element of milk, chemically the provision to which he had referred was Governments of the United Kingdom and of combined with glycere-phosphute of sedium, the introduced. The principal difficulty was in the Dominions should be called to the desir- active principle of the brain and nervous system. regard to certain treaties. He believed that | ability of taking effectual steps to secure, &c."

Lascar crews should not participate. Their the Government of the Dominions absolute least degree interfering with the work and

SIR J. WARD'S CRITICISM. Sir Joseph Ward said it was not the experience of New Zealand that pressure had beenbrought to bear upon them. When they proposed a new law they sent it to the Home Authorities, as it was desirable to know the points upon which the Imperial Merchant Shipping Act would be in conflict with their proposals. He did not mean by that that they accepted the suggestions of the Home Government as directions. but they were glad to know whether there might be conflict, and if possible to avoid it. He would be glad for the Dominion Governments to have greater powers in dealing with these matters. Considerate delay sometimes occurred before the Royal assent was given to a Bill. They on the spot were in a better position to know the special requirements of their own neonle and the best method of meeting them

than the Imperial Parliament. COLOURED CREWS. enabled coloured crews, even from portions of the sibility of an immediate declaration of war with British Empire, competing in inter-Colonial Russia the Admiralty was compelled to take up trade with white seamen, and he was going to | vessels, at home and abroad. They were severely faced with a condition of things under which do all in his power to prevent the disastrous criticized, but the expenditure was inevitable. they had to deal with certain treaties which results that would follow British shipping com- The reasons were given by an eminent shippanies who paid the regulation wages under the lowner, the late Mr. Ismay, in evidence before a minions reached their present position Arbitration Court to officers and men through Royal Commission. He stated that at the comcompetition with cheap coloured labour. The menorment of the Russian scare great tempta-British seamen in New Zealand had to maintain tions were offered to the owners of the White their families ashore, and it was impossible for a | Star steamers running between San Francisco | adopted the principle of not including the self. white man to maintain a wife and family upon and Japan. Our whole commerce in the Pacific, the rates of pay that coloured crows received, and he added, would have been transferred to the he held that there should be no restriction in the flag of the United States if that offer had been be very difficult to ask the British Government power of the Overseas Governments to deal with accepted. The lessons of the Russian scare were these mutters as they felt to be necessary in the inot lost on the Admiralty. In 1887, when coninterests of white crews. It could not be denied | tracts for the mail service to New York were being these matters were of great importance to Over- | renewed, the Admiralty addressed a letter to the sea Dominions, who understood their local condi- Treasury in which they urged that the steamers tions, and were in a better condition to legislate subsidized to carry mails should be engaged for than the Imperial Parliament. He dealt with service as craisers. In pursuance of their the wages of seamen, and manning. He said recommendations, a number of vessels were there should be power to deal entirely with the enrolled. When the Atlantic Combine was wages of seamen, the manning of ships trading formed, we had no hold on the ships for which from the Dominions to neighbouring Domin- subsidies had been paid. It was resolved to ions, the fixing and regulation of the accom- discontinue subsidies and to rely on the power modation for seamen, the survey of ships and in emergency to take up vessels. The change SOLE AGENTS IN HONGKONG: their life saving appliances, the fixing of load of policy was ill-judged. Auxiliary cruisers lines, adjustment of compasses, regulation of were required, and the opportunity for form of and stipulation in bills of lading for supplementing our Navy cruisers with auxiliary cargo shipped from the Dominion. They vessels would generally offer in connection able in the interests of the United Kingdom should have power to prohibit the employment with contracts for ocean mail services. We of Asiatics and other alien seamen in ships had to secure that the subsidized ressels should in which it may be deemed advisable they be at the disposal of the Government when should not be employed, and they should also required. Conditions should be insisted upon as have power to provide for conditions on to construction. Our ablest constructors had been impossible for those conducting the export trade | which foreign ships may trade to and within | unanimous in the view that it was possible so to the Dominions subject to existing treaty build auxillary cruisers that they might have these matters had, been assented to by his time of peace. Cruisers had absorbed a large they should be protected against a system of be not to rely on the Navy alone, but to orcompetition of cheap labour which would prove ganize a Reserve consisting of the vessels subtor, and before expressing a definite opinion upon | disastrous to British-owned companies in these | sidized for swift communication with the States it he would wait to hear Sir Wilfrid Laurier's seas who conform to the laws as to pay and other of the outer Empire and for opening up new

Mr. Buxton pointed out in reply to Mr. Brodeur that the Act of 1894 was a consolidating Act, and that its enactment imposed no new restriction on or interference with Canadian merchant shipping legislation.

The resolution as amended on the suggestion of Mr. Buxton was unanimously carried. The Conference then adjourned.

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Sanatogen may be obtained of all chemists.

pursuits of ordinary life."

MERCANTILE AUXILLARIES. Lord Brassey called attention to the further. He was glad to be able to inform Lord Elleaborough that armaments were ready for protection of trade by auxiliary cruisers. manned by British seamen. He said the iall the ships controlled by the Board of Admirsubject especially called for consideration alty under the agreement. in view of the recent discussions on the Declaration of London. Among the objections urged by the Chambers of Commerce to the Declaration none was more strongly insisted shipping from the conversion of foreign merchant steamers into cruisers. We had a vast shipping to protect. The steamers over 2,000 tons on Lloyd's Register numbered 2,600 undor the British flag, as against Germany,

270; France 97; the United States, 38. He was serving at the Admiralty at the time of He took strong exception to the position that the Penjdeh incident. In view of the posrights with Great Britain. He said that the effective protection. The Estimates had been New Zealand legislation dealing with some of increased to an amount never approached in Majesty, but some had not, and he urged that, proportion of the Shipbuilding Vote, and still owned and manned in the Oversea Dominions, which extended to every sea. Our policy should

Lord Inverslyde said he thought the cause As far as the question of Asiatics was con- of the tremble was that our mercantile marine of view, and he was strongly opposed to it, but carned, he hoped that before the Conference was increasing at such a rate that the concluded they would pass the general resolution | Navy was not able to keep pace with it. expressing their opinion as to how that great The shipowners were perfectly ready to and important question should be dealt with, have their ships fitted to meet the reboth in the interests of the Asiatics themselves, quirements of the Admiralty and to, be paid who were entitled to consideration, and their for the services they rendered, but they did not ask to be subsidized. The Government already had a call on some fast ships, and if it was desired to increase the number he was sure the shipowners would endeavour to meet their wishes. Lord Ellenborough said it would be extremely

wrong for vessels like the Lusitania or the Mairetania to be sent to sea utterly defenceless against torpedoes. He thought the shipowners should have their ships so fitted that a gun could easily be put on board. He doubted very much, however, whether these small guns were in

Lord Inverelyde said the Lusitania and the Mattretania were stready fitted, the gans were

The Earl of Granard said that when this matterwas first brought forward in 1887 there were on the Atlantic trade two ships, the Etruria and

Their speed was 19 knots, and there was no regular cruiser with a speed under natural draught of more than 16 or 17. To day our regular cruisers, and those of foreign Powers, chlained a speed approximating to 25 knots, and the only ships in the Mercantile Marine which exceeded that speed were the Mauretania and the Luxitania, of the Cunard Company, It followed as a finteral sequence that any armed merchantman that did not exceed the speed of the 'astest regular cruiser must in the course of time fall a victim to the cruisers. The price paid as subsidies to the Cunard Company some years ago exceeded £150,000 per annum, in addition to an advance of £2,030,000 on advantageous tirms. The whole question was gone into by the Camperdown Committee in 1903, which made several suggestions with regard to subsidies, and Mr. Arnold-Forster, who then represented the Admiralty in the House of Commons, stated that the Admiralty would not consider the subsidy of any merchant vessel with a speed of loss than 22 knots. That was the policy of the Admiralty to-day. If they were to subsidize ressels whose speed would be comparable to that cruisers to day the expense would be out of all proportion to the results they would receive. If once they asked a shipping company to build a ship whose speed was above that of commercial requirements, the Government must pay for it. It might be said that armed mercantile cruisers would be of very great use in parts of the ocean when there were no hostile fast ernisers, but the Admiralty contended that they had a sufficient number of these vessels at their disposal to-day. Under an agreement with the International Marine Company they had a right of pre-emption for the hire or purchase of British vessels owned by that company, and the Admiralty could not the House of Lords recently see their way to enlarge their subsidies any

Umbria, which were known as ocean greyhounds.



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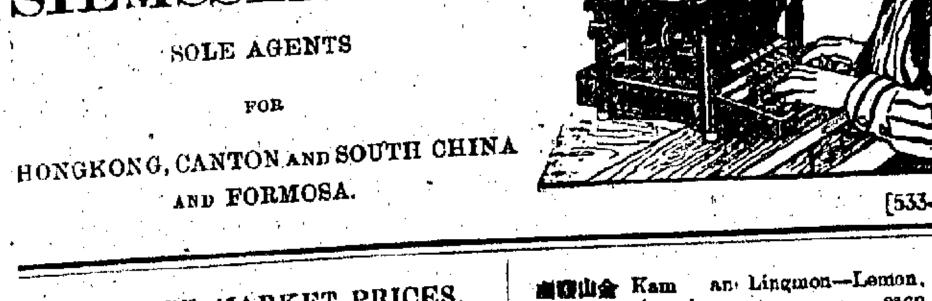
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Kau Sun-Case.....

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化基路 Ye Ts'oi Fii—Cauliflower...... each—

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R Fu Kwa-Bitter Squash

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Tring Lat Tsiu-Chilies, Green ,, 12

Tsing Kwa-Cocumbers 2

English , 19

Kan Lik-Horse Radish, Shai , 10

Suk Mai-Sweet Corn...... 19ce 5

Mush Melon.....

政化 Hung Fa Tsiu-Chilies, Red ... , Ti

Mas Shuen Tau-Garlio......

Taz Keung-Ginger, young ... "

英生澤 Young Shang Ts'oi-Lettuce... lb. 1

Shang Ts'ung Onions, Green , 5

Japanese

Foochow

Macao

American

Fan Shu-Potatoes, Sweet "

Yin Ts'oi-Spinach.....

LA Ting Kwa-Pumpkin

版字 Fa Tau—Taros......

Lo Pak-Spinsch Chinese.....

盖置 Lien Ngau-Lily Root »

■監練技 Kwei Lam Ma Tai— Water ...

本种 Sai Yuong Ta'oi - Water Cresses .

TER Young Lo Pak-Turnips, Eng. ,, 2

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Teit Kwa-Vegetable Marrow, ,, 3

Chestnuts, Mandaarin

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益地 Mo ka-Okroes

西克泽 Young Yuen Si-Parsley, Eng

母型機能 Foochow Shu Tsai—Potatoes

上译器 Shanghai Shu Teai-Potato

任意本日 Yat Pan Shu Teai-Potate ies,

伊鲁門茲 O Mun Shu Tsai - Potna es,

任書館花 Fa Ke Ehu Tani-Potators,

MEN Young Ts'ang Tau-Onions,

音音 Te'ing Tau-Green Peas , -

Lo Koung-Ginger, old

本章 Yeung Can Ts'oi-Colery, Eng. "

本於風無 KK Li Ts'oi Liu—CurryStuft,

RE Min Tau- " Broad

Pin Tau-, French, S'hal

Hung Tan Ta'oi Sho Beetroot

本書 Tring Ke-Brinjals Green...

福元 Yuan Ke- "Red......

本本 Kai Ta'oi—Cabbage Chinese

在杂篇中 Chung Ye Ts'oi Fa—Cauliflower,

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heff Pan Kau-Doves oach 動小坂老 Sang Shang Shou Ap-Wild Duck

Rai-Fewl, Canton.....doz 24 Hoi Nam Kai-Fowls, Hainan .. 32 即海上 ShrogHoi Ya Ngon-Gueese, Sharehaipair-

C & Pak Kol Pigeons | Hoihow ... 27 Om Ch'un-Quail ff見 To Teai-Hare Nusk teer Suan Kai-I heasant...... Cha Ku-Partridgeeach 10 金花禾 Wo Fi Tsok—Rice Birds ... doz. ill & Sa Ts'ci—Snipeeach — 公政人 Fo Kai Kung-Turkeys, Cock lb. 60

取及 Fo Kai Mo—Turkeys, Hen ... 45 Am Kai Yu-Barbel Pin Yt - Bream 15 ●本語 Tam Shoù Yu-Canton Fresh water Fight AM Le Yu-Carp..... 20

Man Ye-Codfish Hai-Crabs Mak Yd-Cuttle Fish..... Sha Mang Yu-Dab..... 沙脏跌 Tit To Shá-Dog Fish 9 Hoi Sin-Eels, Conger , 16 图末流 Tam Shui Sin-Eels, Fresh

Wong Sin-Eels, Yellow 28 Bill Shak Pan-Garoupa 60 man Pak Kap Yu—Gudgeon....... HE Tso Pak Yu-Herrings 18 Halibut Lung Ha-Lobsters..... 40

Shi Yu-Mackerol 24 All Loach, 多牌 Chai Yu—Mulfot...... At Mong Yu-Mong Fish " Shang Ho-Oysters A AM Kung Yu-Parrot Fish ... Hau Tsz Yu-Pike

Pak Ch'ong-Pomfret, White. ,, 82 Hak Ch'ong- " Black ... " 23 Pi Pa Sa-Ray..... 公路石 Sik Kau Kung -Rock Fish ... "16 Az Chun Yu-Roach.....

现在 Ma Yau Yu-Salmon, Canton ,, 32 Shang Yu-Salmon, Fresh Water ... He-Shrimps A Po Yu-Skate..... A DZ Tso Hau Yu-Turbot............ , 24

A Kik Yu-Turtles, small, freshwater , 56 . Pak Bit Yu-White Bait "-Hang Yan-Almonds..... ATUS Kam Shan Ping Ko-Apples,

篇字字文 Tin Teun Pin Ko-Apples, C'foo ,, 20 Hoi Tong—Apples, small, C'foo ,, — Fan Chi—Apples, Custard, L. HOGmannesennennennennennennen ... 國本名 Yat Pun Ping Ko-Apples,

進程概念 Shang Sheng Houng Tsiu-Lagnas, fragrant, Canton asng Heung Tsiu-Fananas

Young 1 - arambola Fung Lut-Chestnuts, Chir 380 ,, -子郎 Ye Taz-Cocoanuts...... each 10 P'o Tai Tez-Grapes... let ql. lb. --Fig Mong-Lemons, Chinese ,, 8

LUCK IN CRICKET. CHANCE AS A FASCINATION OF

But there are chances and chances. I so. times ask myself, when watching cricket fr the roof of a pavilion or from the Press-l whether it is possible for me or my neighbo to decide what is a fair chauce. For one thi you cannot property Judge the night of the as seen by the cricketers when you do occupy the same level as they. OR IT MAY-

A ball hit hard and high may suddenly swerve and so deceive the fielder. Or, it may have a spin on it which defies the safest pair of hands. Or it may be cut hard and low to a fielder's left hand; or he may touch it with only the tips of his flugers; or it may come to hand with such force that nothing short of a miracle can ensure that it shall be held.

How, too, can a spectator know for certain that a fast ball was first touched by the bat Oh! it will be replied, by the bowler's shout-"hold it." But is that always a reliable test Doesn't a bowler frequently appeal for a verdict which the umpire will not give in his favour?

Of course there are many chances that are palpable to everybody. And the funny thing about cricket is that a brilliant fielder, like Trott, will sometimes miss the softest catches.

Missed catches, however, are all in the game. If every chance was accepted cricket would not be worth playing. Flukes and accidents keep the game alive. Suppose a bateman never made a miss-hit, nor played under a ball, nor held a crooked bat.

And suppose a bowler never bowled a badlength ball, nor one off the wicket. And suppose a fielder never mulled a catch nor let the ball go past him from a hard, low drive. Then in that case we shall have perfect batting, perfect bowling, and perfect fielding; and that would produce a deadlock.

Cricket would no longer be worth playing or watching. It would cease to be our great international pastime.

Yes, there are chances and chances, as I remarked before. Many catches are accidental. W. G. when in America, out a ball hard to The World asserts that there is a decided influpoint, who happened to be so corpulent that that was the only place in the field where he could possibly be of any use; he might stop the ball with his body.

Well, as it happened, he did; that out of W. G.'s catching him full in the pit of the stomach, and causing him to double-up, provided a safe lodgment for the ball, and so a remarkable catch. was made, the fielder trying to look as if it was

made of set purpose. When some sixty-five years ago Afred Mynn played a single-wicket match against Nicholas Felix, who was only an indifferent bowler, Mynn, who weighed eighteen or more stone, drove a ball with terrific force back to the

bowler. Felix said that there was just time for him to put up his right hand to screen his face, the the ball struck the palm of his hand, automatically the impact caused the muscles to contract, his fingers closed suddenly, and a wonderful catch resulted.

An old Yorkshire bateman once complained to me that, unlike Denton, he had no luck; every chance he gave was taken. Bat, as I told him, it was his fault in that he did not hit hard enough to be missed. Every catch he gave could be caught in the mouth. It's men who use the long handle and have a "go" for the bowling who have "lives." Fortuna fortes adjuvat applies to cricket. Noth-

be far more useful than a careful block. Lucky Denton! But fortune helps the brave. although, as another proverb reminds us, she sometimes favours focls. Who are the "fecls" in cricket I will not decide.

ing venture nothing gain. A blind swipe may

SHARES. AND STRAITS SETTLEMENTS STOCKS Singapore, June, 8. RUBBER COMPANIES.

		The Charles and the Charles an	,		1 William Market Market	
TOTMES IN "THE	Per value each share £1. Calls paid up are:	Malayan Companies Singapor Frase & Co. Prices	B Dividends share £1. Calls paid up are:—	Malayan Companies.	Singapore Fraser & Co.'s D Prices, May 10	Dividend
[BY THE REV. R. B. HOLMES IN "THE EVENING NEWS."]	paid up aro.	May	fy paid	Malacca Ordinary	9.17.3	
	15/ paid	Alor-Pongsu Anglo-Johore	2/ fy. "	Merlimau	. 5/2	0% .13
"Lucky Denten!" So ran the newspaer	2/ fy. ,,	-Anglo-Malay 1.1.10	7	Morton Syndicate Mount Austin	1 1000	******
eadline one day recently when Yorkshire were		Bakap	5 % 10 2/, fy. ",	Narborough Est		25% '19
playing at Taunton; and then were set out in order the three chances their batsman was said	fy ,,	Banteng Batu Caves 16.0.0	150% 10 14/ ,,	North Hummock Padang Jawa	4/9	25% '10
to have given in compiling his fiftieth century	fy	· Batu Kawan	2/ fy. " fy. "	Pandan Jchore		
in first-class cricket.	15/ ,,	Batu Tiga 5.0.0	10% 10 2/ fy,	1, 40 1/21 212	1	25% 10
" I make Denton!" One has heard the same	2/, 1/ "	Beranang Selanger	6% '10 fy. "	Total Military	7/11 115	2}% 10
often in the last few years that	15/ ,,	Bernun Perak Do. Ordinary	10/ 10/ 11	Peneiro Est	••	10% '01
man bogin to think there must be something in	1 67 " 1	Bidor	12/6 ,,	Prye Ratanuf		
Ret when the same batsman pulled a crocked	. 1978 . (B'lands Selanger	12/6 ,,	Rembia	10/- pm	6% 10
ball into his wicket the other day before he had	2/ fy. ,, 2/ fy. ,,	Bukit Cloh	fy. n	Rim R. Est. of Krian	•	*****
got a run should we not have expected to hear	fy. "	Bukit Kajang 2.12	.6 11½% '10 2/ fy. "	· Trans		50% '10
of "Unlucky Denton!" The critics were silent. Now I hold no brief for Denton or any other	15/ ,,	2/2	fy. ,,	Sagga Scafiold	12.10.0	50% '10 40% '10
i ministrator T sam no bollever in luck, good of	Options	Differ and and	200 21 6	Selangor		375% 10
had especially in games of skill.	Ty, paid	Rukit Selangors	£1 fy. ,,	Seletar Rubber	•••	
There is luck, if you like, in the spin of a coin, and also in varia ions of weather during	2/9/ 2)_1	Castlefield 6.8.	3 $7\frac{1}{2}\%$ '10 $\frac{15}{16}\%$	Sempah Sendayan	1.17.6pm	*****
I at the management of the first winder MINISTER AND	L (2) 41 1	Chankat Salak R. and Tin.	fy. ,,	Seremban	4.7.3	36% '10
I il ali la la auto hath wave it it diethies by ou w	MA . 4.ቻ ቀ	Chersonese 4/3	fy. ,,	Serangoon Shelford	3.7.0	30% '1
cricket, no matter whether he be batsman bowler, or fielder.	1	Cheviot	2/, 1/ ,,	Siginting (N. S)	5/10	12½% 10
I was to be that is narratually complaining	2/, 1/6 ,,	Cicely Ordinary 2.5		Singapore Para Straits (Bertam)	6/10	71% 10
of his bad luck? "Just my luck"; "I never have any luck," is the wail of the duffer appeal	"" ' '4 A"	Preferred 2.5	" trad 'refer	Strathmore R		
i in a in wain free community. In Ringleon cases or		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	5.0 75% 'JO 17/6	Sungei Bahru Sungei Choh	4,17.6	20% 10
of twenty bad luck is simply pan Judyment, the	fy.	Dennistown	7- 30% '10 2/ fy. "	A. Sungei Kadat	$12/7\frac{1}{2}$	55% 10
So in future, my dear young friend, hold you	2/ fy. "	Enbh. Selangor 12 Fed. Selangor	90% 10 15/ ,,	Sungei Kruit Sungei Llang	***	
I tonding thing fallor from you may	re 2/, 1/6 "-	Cina Kon R. Est	12/6 ,, fy. ,,	Sunger Salak	4.7.9	10% '10
woo successfully this coy maiden.	15/ ,,	Garing (Malacca) 5.	2.6 25% '10 fy.	Sungei Way	6.2.6	30% 16
WAS IT A FLUKE !	ty. "	Golden Hope 5.	15.0 40% 10 15 ", 6½% 10 ty "	Tangkah Third Mile		*****
I was watching a club match on Saturd	ay £1 fy. "	Gula-Kalumpong 4. H. and Lowlands 4.	18.3 50% 101 7/6 "	Tremelbye		10% 10
afternoon, when a really good bassings,		Inch Kenneth I	4.0.0 25% * '10 fy. "	Utd. Sua Betong	*3*	v****
landage his by a Mayward of a flyddaid.	1 177	Johore Para	2/ fy. "	Val d'Or Est	1.13.7	75% 10
I we is same thing wing that the bu	me 10/ "	Iong-Landor	25% '10 2/ 1y.	Vallambrosa		,0
bowler never after sent down a ball that the veriest tyro could not have played with	177 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Jugra (Ordinay) Juru Estates		Trust and Finance	•	
broomstick. Was the fatal ball a nua	17/8 "	K'pong Kuantan	/2 pm 15% 10	Companies.	·	
Probably. Then what was the batsman's bad luck to the contract the line of the contract the line at t	2/1/ ,	Kamuning "A" Bo.	6/ pa		***	
The transfer of the contract o	W146 E		65% '10 $10/$ Optio	Eastern Internat. Trus	,b	20% '10
- 17 L154 selether girli niii niik o 🗝 🗠	fy. 19	Kellas	7½% '10 5/ pa	id Mid-East Invest	•••	******
been forthcoming from a generous duke. The other day a Leicestershire batsman	was 7/6	Killinghall	10/ , Optio	Rubber Plants. Inves.	Prust	71% 13
" I stand without acording in this component		Kinta Kellag		id R. Share Trust		
	1	Klanang	15/	" Strait. M. & Trust		
be able to bat, else he would not be chosen for first-class match. The explanation of his a		Kota Tinggi	1	India, Ceylon, Born	180,	
I will am fail where is this to grown want out to	ong 10/ "	Khota Tampan		A Java and Sumatra	*•	
t before he had got his eye in.	1 13 "	Krubong	20% '10 fy. pa	aid Anglo-Java		3-13-47
The first ball is always more likely to prefatal than is the hundred and first, for in	·	Kuala Klang Kuala Lumpur	7.3.6 75% 710 fy.	Asahan (Sumatra	•••	
1 4 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	TOTAL TOTAL CONTRACT OF THE CO	Kuala Pahi	17/8	Bangawan R	•••	
as a football. Even W. G. has found a first too much for him.	2) fy. "	Kuala Selangor Labu	$11/10\frac{1}{2}$ 30% 10 $12/6$	" . Central Sumatra		,,,,,,
l l mari de Mart March at the UVIII	in Ev.	Lanadron	$4.7.0$ $12\frac{1}{2}\%$ '10 $\frac{5}{15}$	" - Indian Peninsula Java Amalgam	*** **•	*****
	LU, SARVII V TELI	, {	3.15.6 10° '10 fy.	, Kimanis	***	
point, our old champion would have go	his 7/A	Ledbury *	3.15.6 10% 10 17/6	Langkon Manchester		*****
first-class career, which lasted more than f	2 10/	Lendu	2.8.0 150% 10 fy.	", Nirmala (Java)		414114
7 vonta	Z IV.	London Asiatic	12/12 25% 10 1/6	" Pontianak Sumatra Para	- 1 10/13	33½ " '10
But there are chances and chances. I stimes ask myself, when watching cricket	ALV## 1/3/- (Lumut Est	17/6	Sumatra Props		P111141
· I IIE A MATTINAT OF ITUM LUT A 1995	ADDAM DITA	Madingley Est. Malacca 74% Cum. Partici-	fy.	United Serdang Utd. Sumotra	5.2.6 7/9	10% '10 20% ,10
/	//	pating Pref	98,9 10 '09 2/ ry.	Part of the second of the seco	a	**************************************
to decide what is a fair chance. For one the you cannot properly judge the night of the as seen by the cricketers when you do	not	T POWERS FRIENDLY TO		ON SALE.	•	
occupy the same level as they.	GREA	NEW PEACE LEAGUE.		· · · · · · · · · · · · · · · · · · ·	ANTAT	1011

NEW PEACE LEAGUE.

WILL ALL THE WORLD COME IN !

All the leading nations of the world may agree to sign a single arbitration treaty, in consequence of the preparation of the draft of the Anglo-American Treaty by Mr. Knox, the Secretary of State.

Such united action has, according to a Washington despatch to the New York World, been suggested for discussion by the Diplomatic Corps at the Federal capital. The idea is said to have originated with Germany.

The World adds that the leading Powers are friendly to the proposal for the equalisation of all arbitration treaties, and that Mr. Knox favours the proposal that no provision shall be made for compulsory arbitration. The chief object of a single treaty for all the nations is the automatic avoidance of technical differences by the elimination of varying provisions occurring in separate agreements, which might cause conflicting theories in the settlement of intrnational differences.

According to the World correspondent Mr. Bryce, the British Ambassador, M Jusserand, the French Ambassador, Count Bernstorff, the German Ambassador, and Mr. Uchida, the Japanese Ambassador, will confer on the proposal. It is not known whether the Powers concerned will act in conjunction with Mr. Knox throughout, or will draw up an alternative draft to Mr. Knox's proposition as embedied in the draft of the Anglo-American

One interesting point to be discussed in connection with the world wide treaty will be whether naval and military officials should be permitted to join any arbitration commission. ence against recognition of the two services in connection with arbitration.

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SHIPPING IN PORT.

STEAMERS

ABGARD, German str., 2,172, Brand, 21st June

-Order BUCEPHALUS, British str., 1,146, Carrick, 28th June-Singapore 22nd June, General-CHEONGSHING, British str., 1,259, V. McLiddell.

26th Jung-Tientsin and Ports 18th June, General-Jardine, Matheson & Co. CHIRLI, British-str., 1,143, F. McGarity, 17th June-Swatow 16th June, Ballast-Butter-

field & Swire. CHIYO MARU, Japanese etr., 7,250, William Woodus Greene, 20th June-San Francisco 6 24th May. General -Toyo Kisen Kaishe. CRUNSANG, British str., 1,418. C. Mattock, 18th June-Singapore 31st May and Pulo Laut 9th June, Coal-Jardine, Matheson &

DAGNY, Norwegian str, 883, Solveson, 22nd June-Hongay 20th June, Coal-Asguard. Thoroson & Co.

EMPRESS OF INDIA, British str., 5,940. E Beetham, 22nd June-Vancouver, B.C. 31st May, Mails and General- C. P. R. Co. GREGORY APCAR, British str., 2,961, S. H Belson, 26th June-Calcutta 11th. Penang 17th and Singapore 20th June, General-

David Sassoon & Co. HAIGHING, British str., 1.247, W. C. Passmore 28th Jane-Swatow 27th June, General-Douglas, Lapraik & Co.

HELENE RICKMERS, German str., 2,325, J. | Engineers in December, 1909. She is 50ft. in Sanders, 26th June-Emden 14th May. General-Order.

Hain Chang, Chinese str., 1,250, Hamblin, 28th June-Shanghai 24th June, General and Mails-C. M. S. N. Co. HUDBON MARU, Japanese str., 2,826, Tozawa, 28th June-Moji 22nd June, Coal-Ataka

& Co. HUPEH. British str., 1,825, Tucker, 16th June - Newchwang and Chefoo 9th June, General -Butterfield & Swire.

KIANG PING, Chinese str., 1,222, U. Udden, 26th June-Chinkiang 20th June, General --- Chinese. KWANGTAH, Chinese str., 1.536, Stewart, 17th

June-Shanghai 14th June, General-C. M. S. N. Co. Kwongsang, British str., 1,965, W. F. Richard, 18th June-Wakamatsu 12th June, Coal-Jardine, Matheson & Co.

LAISANG, British str., 2.225, E. J. Told, 23rd June-Singapore 17th June, General-Jardine, Matheson & Co. Loong Sang, British str., 1,091, G. W. G. Leask, 27th June-Manila 24th June.

General-Jardine, Matheson & Co. LUCERIC, British str., 4,100, J. Mathie, 18th June-Manila 16th June, General-Bank Line, Ltd.

MANDASAN MARU, Japanese str., 3,246, T. Ota, 16th June-Milke 10th June, Coal-Mitsui Bussan Kaisha. MARIE, German str., 1,169, Schlaikier. 23rd

June-Saigon 19th June, Riss-Jebson & NANCHANG, British str., 1,063, Robertson, 23rd June-Chefoo 18th June, General-Butterfield & Swire.

Onsang, British str., 1,737, A. J. Smith, 25th June-Chingwantae 19th June. Coal-Chinese Engineering & Mining Co. PHEUMPENH, British str., 1,065, C. E. Page, 28th June-Saig on 23rd June, Rice and

General-Chinese. PHEANANG, German str., 1,021, Mangelsdorff, 26th June-Bangkok 16th June, Rico-Butterfield & Swire.

RAJABURI, German str., 1,189, C. Wolff, 24th June-Banckok 15th June, Rice and General - Butterfield & Swire.

June - Rajang 18th June, Timber-Butterfield & Swire. SABINE RICHMERS, Dutch str., 573, D. E. Boeve, 19th June Swatow 18th June,

Kerosene oil-Asiatic Petroleum Co. SHANTUNG, British str., 1,859, J. Robinson, 20th June-Hongay 18th June, Coal-Butterfield & Swire.

SHINBU MARU, Japanese str., 3,718, K. Idzumo. 27th June-Moji 21st June, Coal-Ataka & Co.

SIAM. British str., 992, Binnes, 23rd June -Kobe 17th June, General - Asiatic Petroleum Co.. Si-Kiang, French str., 615, E. de Catalano,

18th June-Haiphong 16th June, General-Messagories Maritimes. TJILATJAP, Dutch str., 2,740, A. W. La Rooy 24th June-Java 14th and Swatow 23rd

June, Sugar-Java-China-Japan Liju. TROCAS, British str., 4,871, H. Miler, 26th June-from Tarakan, Liquid fuel-Asiatic -Petroleum Co.

YUNNAN, British str., 1,240, G. W. Eddy, 9th June-Newchwang 2nd June, Coal-Butterfield & Swire. ZAFIBO, American str., 1,408, M. C. Smith,

27th June-Manila 24th June, General —Shewan, Tomes & Co. SAILING VESSEL.

ECLIPSE, British 4-masted barque, 2,996, Jame,

White, 12th May-New York 20th Jan.,

Kerosene Oil-Standard Oil Co.

LATEST STEAMER MOVEMENTS

The I.G.M. str. Buelow, which left here on the 1st inst., at 10 a.m., arrived at Genoa on the 28th inst., at 5 a.m.

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THE FIFTY YEARS

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ELECTRICALLY PROPELLED SHIP.

One method of overcoming the difficulty of propelling vessels by motors, the speed of which does not lend itself to the most economical use -Port Arthur and Manila 17th June, Oil of the screw propeller, is the electrical transmission of power from the generator to the propeller shaft. Already Mr. Parsons has experimented in a comprehensive way with the system of mechanical gearing which he has fitted to the stenmer Vespasian, and which reduced the speed received from the turbine to that which is most economical and efficient for the propeller, while on the new vessel Helzapfel I. the Fettinger hydraulic transformer has been installed as an intermediary, the motive power in that case being high-speed gas engines. Now practical tests have been carried out with the system of electrical transmission associated with the name of Mr. Henry A. Mavor, of Glasgow, and his experimental boat, the Electric Arc, ran trials on the Clyde last week, passing through all the tests which are usually applied to vessels propelled by steam engines of the ordinary types.

THE MACHINERY. The Electric Arc, which was constructed by Mesers. Maclaren Brothers, yacht builders, Dumbarton, and equipped with machinery by Messrs. Mavor and Coulfon, Glasgow, was specially designed for the purpose of giving a practical demonstration of the principles laid down by Mr. Mavor in a paper read before the Institution of Engineers and Shipbuilders in Scotland in February, 1908, and in another paper read before the Institution of Civil

draught of 4ft, 6in. She is certified by the Board of Trade for carrying 50 passengers. The propelling machinery arranged for the vessel consists of a Wolseley petrol motor of 45 b.h.p. This engine drives an alternating current dynamo with its exciter, and the propeller is coupled to an alternating current motor. The

switch gear is operated either from the deck or

length between perpondiculars, 12ft. in beam,

7ft, 4m. in moulded depth, and bas a maximum

from the engine-room. The boat being intended for short trips on coastal service, it was not considered necessary to subdivide the power plant. The continuous depression noticed yesterday is now lying over current exciter is mounted on the top of the generator, and is driven by belt from the main shaft. The control gear is operated from the deck beside the steering wheel. As the vessel is at present being used entirely for experimentul purposes the engine-room is left open and clear. The motor has no brushes or sliprings. It is of the multiple sound type, there being two independent windings. The current is three-phase, and the motor is of a simple charactor, of a type already perfected in sizes of thousands of horse-power. The novelty of the invention consists in the arrangement of the stationary conductors and the method of supplying them with current.

The motor is governed by two simple switches. One of these controls the excitation of the generator magnet, and by its means the supply of current from the generator to the motor is controlled in amount from nothing to the full supply.—The second switch is interlocked with the first so that it can be operated only, when the current is shut off. It controls the direction of the supply to the motor in one or both of the motor windings, so as to give slow speed or full speed ahead or astern. The switches are operated directly by chain connection from the ship's telegraph on deck, so that the navigator, in operating the telegraph, actually performs the switching operations, and brings about the free to confine himself to the management of

the plant. "ADVANTAGES OF THE ARRANGEMENT. The economy of the arrangement in the

equipment of the new vessel is limited by the RAJAH, German str., 1,275, H. C. Rehen, 24th small size of the plant and by the shallow draught of the boat, which necessitates a comparatively small propeller. Notwithstanding these limitations, the efficiency of the electrically driven propeller of large size and slow speed is shown to be such as to compensate for the loss in transmission, as compared with the direct application of the power to a high speed propeller. At the lower speeds the economy is more noticeable, and in cases where the ship is required to operate at widely differing speeds it is claimed that the economy resulting from the adjustment of the operating plant to the power required amounts to a saving in favourable cases of 50 per cent. of the fuel.

It is claimed, further, for the new gear (1) that it provides a simply, trustworthy, and economical means of adapting the power generator to the screw, so as to permit of differences in apped essentially associated with the varying characteristics of the power generator and the propeller; (2) that it provides means for changing the speed ratio between generator and propollor so as to permit of the power of the generator being developed under the most favourable conditions at all the speeds of the ship; (3) that it provides a ready means of reversing the direction of rotation of the propeller without changing the direction of rotation of the power generator; and (4) that it allows the power of one or more engines to be applied to one or more propellers, so that the power-generating units may be so disposed as to give the highest efficiency, and that when one or more of them are not required they can be stopped.

THE TRIALS. Last week's trials consisted of a double run over the measured mile in the Gareloch, and a number of tests for det rmining the stopping, starting, speed-changing, reversing, and mancouvring powers of the vessel. The mean speed attained on the double run was 7½ knots, with the propeller running at 415 r.p.m. The readings of current taken show that about 25 b.h.p. is delivered to the propeller shaft at full speed, and that 35 b.h.p. is developed by the

engine running rather below the rated speed.
The ease with which the vessel could be manouvred was demonstrated by a number of experiments. The propeller was repeatedly reversed from ahead to astern and from astern to ahead, the whole of the operations being effected by a Chadburn telegraph on the steering platform. The process followed was, first, to break the exciter circuit of the alternator by throwing one of the handles of the telegraph to the "off" position. The main was then put into the required position, either On the Mails from the Year of the Closing "full astern," and, the other handle being then rapidly brought to "on" position the alternator was again excited and the currents gradually came up. It will be seen from this de scription that all changes of connection on main switch are made while the circuit is duite dead, and that, therefore there is no danger of damaging the main switch, the contacts on which are mover made or broken while current is flowing. This enables the main switch to be of much smaller dimensions than would otherwise be the case and avoids all possibility of damaging the contacts. It was also shown that the interlocking arrangement between the two hands of the telegraph instrument made it impossible to move the main switch except when the exciter switch was at the "off" position, and that the apparatus, therefore, could not be mishandled.

BY ROYAL WARRANT BOG PURVEYORS TO H.M. KING GEORGE V WHOLESALE AGENTS: DADY BURJOR & O 7, QUEEN'S ROAD CENTRAL. HONGKONG.

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Capt. Edgar

The reversing of the boat was accomplished in a remarkably short time, and it was shown that it was possible, without any risk of damage to the machinery, to throw the switch instantaneously right over from full ahead to full astern. This would not be really required in practice, as the time taken to reverse the motion of the boat is not decreased by omitting the half astern and half shead positions. It was, however, a good test of the capabilities of the electrical equipment, as it showed the largest possible currents which could be made to flow in the circuits, and thus proved that those did not reach a dangerous magnitude, and also that the whole of the plant was well adapted to carry them .- The Times.

WEATHER REPORT.

On the 29th at 12.15 p.m.-The shallow

Capt. G. W. Eedy Mr & **M**ra Ehreufels Pressure has increased considerably over W. Mr Engelbrecht Japan and the Loochoos, and a slight rise has taken place also over the China coast. There Mr G. H. Evans is a tendency for the barometer to fall over the Mr. H. G. Fisher Mr J. Forrester High pressure covers the Pacific to the East-Mr W. D. Fragor Denman Fuller

ward of the Bonins. Moderate monsoon may be expected over the N. part of the China Sea. Capt. T. P. Hall Hongkong rainfall for the 24 hours ending Mr J. C. Hamilton t 10 a.m. to-day, 0.09 inches.

The forecast for the 24 hours ending at noon to-day is as follows:---Hongkong & Neighbourhood...(*) Formosa Channel ... S.E. winds, moderate.

South coast of China between Bame as No. 1. Hongkong and Lamceks. South coast of China between | Same as No. 1 Hongkong and Hainan .. * S. winds, moderate; showery.

HONGKONG TIDE TABLE.

From June 30th to July 6th, 1911.

High Water.						i I	OV	v V	٧,	ÁTE.	R.		
Days of Week.	Days of Month	H'kong Mean Time.		Mean 3		H'kong Mean Time.			Height.				
		-	h.	m.	- 	ft.	in.	1	j.	m.		ft.	in,
Fri.	30	m	11	13 24	ļ	7	0 2	ຕເ	4	34 57	8	3	3 4
Sat.	1	m	20	7 19	ا أ ا	4	1 6	m	5.7	24 46		3	5 9
Sun.	2	m	2	53		4	. 3	m	΄΄ 6	25		3	7
Mon.	3	m		22 49	:	4	·8 :	m		56		3	- 4 - 8
Tues.	4	m	2 4	34 36	a	5	2	m		26 16		3	8 6
		} {	3		a	•	6	100	10		n		2
Wed.	5	m	5	27	ß,	4	2-		10	56	8	2	-5
Thurs.	6	m	5 6	56 37	n	5	7	1	0 11			•	6 7

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 29th.

	Previous Day at 4 p.m.	at	at
Barometer Temperature Humidity: Wind Direction Forceti	29.68 84 81 SW 3	29.76 86 77 South	29.69 85 76 8
Weather Rain	<u>od</u>	0.09	c

Highest open air Temperature on 28th...86/ Lowest open air Temperature on 28th, ON SALE. A TABLE OF RATES OF ACHANGE

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STEAMER	From	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP			JAVA	First half of
TJIBODAS	JAVA	First half of July	SHANGHAI	First half of
TJITARŒM.	JAPAN	First half of July	JAVA	First half of
TJILIWONG	JAVA	Second half of July	SHANGHAI	Second half of July
TJIMAHI	JAVA -	Second half of July	JAVA	Second half of
TJIPANAS	JAVĄ	Second half of July	JAVA	Second half of July
TJIKINI	JAPAN	First half of Aug.	SHANGHAI	First half of Aug.

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SHIPPING

ABRIVALS.

CETLON, British str., 2,637, A. E. A. Baker, 29th June -- Yokobama 13th June, Tea and Silk -P. & O. S. N. Co.

CHILDAR, Norweglan str., 1,102, H. Nielssen, 29th June-Bangkok 21st and Swatow 28th June, Lieneral-Auguard, Thoreson & Co. CHINAUA, Fritish str., 1.549, Benson, 29th June-Shanghai 25th June, General-Butterfield & Swire.

DAIGI MARU. Japanese str., 846, H. Murayama, 39th Jane-Swatow 28th, June, General-Osaka Shoson Kaisha.

DEVAWONGSE, German str., 1.057, E. Gathemann, 29th June-Bangkok 20th June, Rice and General-Butterfield & Swire. HANYANO, British str., 1,207, G. E. Spink. 29th June-Newchwang 21st June, Beans and Oil-Butterfield & Swire.

SUNGKIANO, British str., 987, H. Mathias, 29th June-Haiphong 27th June. General-Buterfield & Swire.

> CLEARANCES. AT THE WALLBOUR MASTER'S OFFICE. 29th June.

Ceglon, British sir., for Singapore. Chiyo Maru, Japanese sir., for Keeling. " Gregory Apear, British str., for Shanghai. Halching, British str., for Swatow. Hanyong, British str., for Canton. Phraning, German str., for Hollow.

> DEPARTURES. 29th June.

CHINKUA, British str., for Canton: CHOYSANG, British str., for Shanghai. HONGKONG, French str., for Hollow. FIANDRAT SCHEIFF. German str., for Bangkok. LINAN, British str., for Shanghai. NELEUS, British str., for Singapore. SIGNAL, German str., for Harphouge Sound March, Japanese stri, for Swatow.

SHIPPING REPORTS The British str. Chinhua reports : Strong S.W. monsoon to Turnabout with heavy sea, tine afterwards.

Per Devawonger, from Bangkoke Mr. Mis-

Per Ceylon, from Yokohama, Mr.P. Walkey Mr.H. Morris. Chinhun, from Shanghai, Miss-Massey, ckenzie, Dr. Noyas and Mr Pitit.

Jennessen Beledrich, for Singapore: De van Holst, Manen Mr R. H. Parker, Mr Nehkelson, Mrsamm Mr R. H. Parker, Mr for Penang, Mr Mrs C. J. Minnell, Mr Verumal; for Naples for Colombo, Mr K. H. H. Wallace; for Cid. H. Bulmer and Mr Mr A. Findlay Smith, T. E. Griffith, G. Meyers, Mrs and Miss Sc. Stadt, Mr J. den, Mrs Beck and Z-children, h. for Long Mr J. Carcorva and Mr Madsen; Machie, ton, Mr W. H. Gill and Mr A. Machie, Bremen, Mr C. Dyppel and Mr B. Schamp.

VESSELS EXPECTED.

THE AMERICAN MAIA

The P.M. S.S. Co. str. Mongolia from San Francisco sailed from Yokohania-on the 24th inst, en route to Hongkong, and is due to The TAK K. str. America Moru left San Francisco with U.S. mails, 14th inst., and is expected to errive here on about 11th prox., via Jupan Ports. 100

The H. K. K. str. Fengo Mare left San Francisco-on the 21st inst, and is due to arrive at Hongkong on the 18th prox.

-THE AUSTRALIAN MAIL. The E. & A. str. Empire left Sydney on the 11th instant for this port, via Queensland ports, Port Darwin and Manila.

THE CANADIAN MAIL. The C.P.R. Co.'s str. Empress of Japan left Vauconver, B.C., for Hongkong (via usual ports of call) on the 21st instant u.m.

THE INDIAN MAIL The Ancar str. Catherine Apear from Calcutte lest Singapore on the 28th inst. afternoon. and may be expected here on or about the 3rd

MERCHANT STEAMERS. The P. & O. S. N. Co.'s str. Suria left

Singapore for this port on the 26th instant, at 9.30 a.m., and is due here to-morrow at about 6 The Apear str. Japan from Shanghai and Kobe left Modi on the 27th instant afternoon.

and may be expected here on or about the 2nd The "Ben" Line str. Bencleuch from Antwerp, Middlesbro', and London left Singapore on the 25th instant for this port. The O.S.K. sir. Chicago Maru left Tacoma for this port via Japan and Manila on the 27th ultimo, and is due here on or about the 3rd

The O.S. K. str. Canada Maru left Tacoma for this port via Japan and Shanghai on the 10th instant, and is due here on the 13th prox. The Barber Line str. Satsuma left New York on the 10th instant for Hongkong and Far

The T.K.K. str. Kiyo Maru arrived at Honolulu on the 24th instant, from South America. and is due to arrive at Hongkong on or about 1st August.

STEAMERS PASSED THE CANAL.

May 30th-Helene, Richmers, Indien, Reigate, Spezia, Baron Minto. June 2nd-Bellerophon, Bencleuch. Benlarig, Deucalion. Kabinga, Palma, Patroclus. Saconia, Syria, Indradco. 6th-Cardiganshire. Liberia, Nippon. Ville de la Ciotat. 9th-Indrasamha, Kanagawa Maru, Prometheus. 13th-Baron, Ardrossan, Montrose. 16th-Austria. Katuna, Nore, Silesia, Suevia, Telamon, Wray Castle. 20th - Agamemnon, Benlawers, Luctzow, Persous, Sicilia, Baron Driesen. 27th. Ambria, Armand Behic, Astyanax, Buclow, Carmarthenshire, Flintshire, Hirano Maru, Jason, Meinam, Sachsen, Mishima Maru, Yarra, Neckar.

ARRIVALS AT HOME. June 27th Australien, Belgravia, Memmon. Seneca, Tranquebar.

LOADING. ADVERTISED AS

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS. 4. From Naval Yard to East Point 3. From Blake Pier to Naval Yard. 2. From Harbour Master's to Blake Pier. 1. From Green Island to the Harbour Master's

			0			1	
	1						
			2000	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED:	ľ
DESTINATION.	VESSEL'S NAMES.	FLAG & BIG	BESTE				
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						100	
The state of the s		-					ST
					n to a Nico	To-day, at 7 A M.	B
Free Comment of the C	CENTON	Brit, str.		A. E. A. Baker	P. & O. S. N. Co P. & O. S. N. Co	On 8th July, at Noon.	l p
MONDON & ANTWERP VIA SINGAPORE, &c	DELTA	Brit. str	. 				\ F
LONDON, &C., VIA DSUAL FORTS OF CHAME	Mirror	. Brit. str	·		ILDRINE MITHESON & LU. AP	i denomination of the contract	TE
COMPONE ANTWEIGHT IN STRONT COMPANY	The comment of the	l Reif atr		1 70 F	AND ANY TOTAL AND MINIMAN AND AND AND AND AND AND AND AND AND A		1 7
LONDON & ANTWERP ROTTERDAM, HAMBURG & ANTWERP, &c	BRASILIA	Ger. str.	k. w. k. w		- M AWDITDALA MERIKA LHALA	1 0 m 1 m 1 m 20.	1
ROTTERDAM, HAMBURG & ANTWERP, &c.,. ROTTERDAM & HAMBURG VIA STRAITS, &c.	C BRISGAVIA	Gow etc	E.W	TOT Q4Alie	HAMRITRG AMERIKA MINIM "	1 Am Town True.	
ROTTERDAM & HAMBURG & ANTWERP VIA STRAITS, &c.	SAKONIA	Gor str	k. w	l Potom	HAMTERG-AMERIKA LIINIB	The community of the co	1
		Ger str	[_				1
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c	C HITACHI MARU	Jap. str		T. Yamawaki	NIPPON YUSEN KAISHA	On 19th July, at D'light	
MARSEILLES. LONDON & ANTWERP VIA SINGAPORE.	MIVAGARI MARU	Jan. str	ļ <u></u>	— ,	T market	On 21st July.	1.
MARSEILLES. LONDON & ANTWERP VIA SINGAPORE, S. MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, S. MARSEILLES, LONDON & HAMBURG, &c	Cerwia .	Ger. str	k. w.			~	
	Vorex	, Ger. Str. _{ess} .		J. Randermann	Santon Winter & Co	On 26th July.	-
NAPIES GENOA, AMERICA, CIBRALLA, CO.	Districts	. I fank stra iai	.1		Denseurer & Co I.mn	About ith July.	- 1
THESTE, SC., V'A SINGAPORE, &c	LOYAT	Brit. str	2 m.				1
THESTE, &C., V'A SINGAPORE, &C BOSTON & NEW YORK VANCOUVER VIA SHANGHAL JAPAN, &c.	MONTEAGLE	Drit, sir,	lm.				4
VANCOUVER VIA SHANGEAL JAPAN, AC.	EMPRESS OF INDIA	Jap. str	1	_ 1	I Charles A Mittendis II to a Chila	Ob late o dell'on be anne	
VANCOUVER VIA PHANGEAL SAPAR, NO. VICTORIA, C.B. & TACOMA VIA KEELUNG & JAI	AN CHICAGO MARU	Jap. str		K. Noda	I Mannay Villiam KATAHA	OH lout outy, bu of Pist.	Ì
VICTORIA, C.B. & TACOMA VIA REELUNG. VICTORIA, B.C. & SHATTLE VIA REELUNG. VICTORIA, B.C. & SHATTLE VIA REELUNG. S'GHAL	CO TAMBA MARO	Jap. str.			1 USAKA BHOBEN MAIBILA	On 15th Aug., at 4 P.M	
VICTORIA, B.C., & SIATTLE VIA REGIONO, VICTORIA, B.C., & TACOMA VIA REGIONG, S'GHAI, VICTORIA, B.C., & TACOMA VIA REGIONG, S'GHAI, VICTORIA, B.C., & TACOMA VIA REGIONG.	BO ATT MART	Jap. str		Irizawa	NIPPON YUSEN KAISHA THE BANK LINE, LIMITED		
VICTORIA, B.C. & SPATTIBLE, TAXABLE	be Lucente	Brit. str		J. M.Mathie	PACIFIC MAIL S.S. Co.	On 15th July, at 1 P.M.	- 1
VICTORIA, B.C. & SEATTLE, VIA REEDONG, VANCOUVER, B.C., SEATTLE & PORTLAND, SAN FRANCISCO VIA REELUNG, S'HAI & JAFAN,	PAN MONGOLIA	Am. str.	•	'	I TOMOTO ME A TOTAL BEALENIA	To-day, at Noon.	
	· · · · · · · · · · · · · · · ·	Jap. str	•	W. W. Greens	L Digreto MATL S.S. Co	On 4th Aug., at 1 P.M.]
SAN FRANCISCO VIA KERLUNG S'HAI & JAPAN, SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.		Brit, str.		i en i littillialmana	I PARTIAND & ABIATIO D.O. V.	Tours and Trooping	ļ
FORTLAND VIA JAPAN	HERCULES	Nor. str.		M. Yngi	I WINDOW YUGHW KAISHA	On Ith July, at Moon	
PORTLAND VIA JAPAN AUSTRALIAN PORTS VIA MANILA	NIKKO MABU	Jan. str Jap. str	1	M. Winckler	NIPPON YUSEN KAISHA	On 104h Tody of 4-p at	- 1
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Ger. str.	•	F Braning	37	On 18th July at 4 P.M.	1
AUSTRALIAN PORTS VIA MANILA	PRINZ BIGIŞMUNI	Jap Atr.	ي ــــ	M. Winckler		On 6th July, A.M.	1
KOHE & YOKOHAMA	Ten MARII			R. Takeda	TIATA WHIMM KATSUA	On toin Aug., at moon	
TORE & YOKOHAMA.	IN The March	Jan. str		H. Nishi	JARDINE, MATHESON & Co., L.	o To-day, at 4 P.M.	,
MEXICAN, PERUVIAN & CHILDRAN & CHE	FOO CHEONOSHING	Brit, str. ,	name and a second	YT 1		On con carry we have	.
\$		Brit. str	l m. k. w.		HAMBURG-AMERIKA LINIE	To morrow.	
TIENTSIN SHANGLAI, KOBE & YOKOHAMA	SPEZIA	Gor. str.	m		December with the NWIRE	To morrow, at Midnigh	. E.
SHANGLAI, KOBE & YOKOHAMA SHANGHAI, MOJI KOBE & YOKOHAMA	CHINHUA	Reit ste.		D. C. Gregor, R.N.R.	- P & O. S. N. CO	On 6th July, at 4 P.M	"
CHANGHAI, MOJI KOBE & YOKOHAMA	SYRIA	Brit. str.] l m.	T D Dawie	RETERRIBLE & SWIME	ATT DOT DITTE A 1 TANK	
STIANGHAL	· •			4) **	E. P. & O. S. N. Co HAMBURG-AMERIKA LINIE	On 12th July.	
SHANGHAL	CTT TOTA	Ger. str.	k. w.	. j Selmer		- · · · · · · · · · · · · · · · · · · ·	- 1
Signation at KODE 6 TONOMAN CONTRACTOR	MA LUETZOW	iler sir.		J. Bortfelat	I A STYLL A CONTRACT		.]
SHANGHALNAGASAKL RODD & MOIT	VEDDO	Swed. str.		Salter	Mannay Vyong Kitaut	Un 5th Aug.	ò
SHANGBAL YORGHAMA, ROBE & MOOT SHANGHAI & KOFE	Colombo Maru	Dat et		THE THE Townson	TATE ORINA JAPAN LITIN	Uniok despaten	, 1
SHANGHAI & KOFE	TJIBODAS	Jap. str.			OSAKA SHOSEN KAISHA	On Est. July of 10 4 31	•
SHANGHAI TAMSUL VIA SWATOW & AMOY	DAIGI MARU	Jap, str.			OSAKA SHUBEN DAISHA	THE OW ORK ORES, MANY	
TOOCHOW VIA BWATCH	CHORHON TITYER	Brit. str.			December 2770 T. A. SWIDE	The day of A D M	
,我们就是一个大大的,我们就是一个大大的,我们就是一个大大的人,就是一个人的人,我们就是一个人的人,也不是一个人的人,也不是一个人的人,也不是一个人的人,也不是			1 m.			· · · · · · · · · · · · · · · · · · ·	
SWATOW, Teingrau, Weihaiwei, Cheroo, &c.	HATCHING	Brit. str.		·	· 6 /9 .	On 2nd July, at 10 A.M	ι.'
-SWATOW. AMUL & FURTHER TOWN	FLATMIN	Brit. str.	1 4 1		DONOTED LEDDATE & CO.	On 7th July, at 11 A.M	r. \
SWATOW, AMOY & FOOCHOW	HAITAN	urit. str.			BUTTERFIELD & SWIEE	On Znd July, at Noon.	•
				M. C. Smith	SHEWAN, TOMES & CO	To-day, at 4 P.M.	
	ZAFIRO	Am. Bur.	1	Teask	JARDINE, MATHESON & Co., 1	D. To-morrow, at 2 P.M.	1.
MANILA CERU E LIGHTO	LOONGSANG	Duit ofm	, -	A 387 Outorbridge	RUTTERFILD & SWIRE	on 8th July, at 2 P.M.	, . .
			-	P. H. Rolfe	JARDINE, MATHESON & CO., 1		r.
	RUBI		I	S. Crosby	SHEWAN, TOMES & CO	On 11th July, at 4 P.M.	· !• .
		D-14 a4-	_	Sidford		Middle of Jaly.	
CAMANILA, CEBU & BOLLO	BOENEO	tier, str.	h .	F. Sembili	J NIPPON YUSEN KAISHA	On little duty.	
MANILA, CEBU & MOTO	ROMBAY MARU	Jap. str.		E. J. Tadd	" I JARDINE, MIATHESON & CO.	D To-morrow, at Noon.	
OMBAY VIA SINGAL CALCUTTA	LAISANG	Brit. str.		Roov	JAVA-CHINA-JAPAN LIJN	Опіск севратоп.	
SINGAPORE, PRINTING SAMARANG &c.	TJHATJAP	gunt, str.	' ** }	E. de Catalano	MESSAGERIES MARITIMES	On 5th July, at 9 A.M.	, ·
BATAVIA CHOW WANG & HAIPHONG	SI-KIANG	, PIOHABUL					
K W W W O W O W O W O W O W O W O W O W					I ve		· · · · · · · · · · · · · · · · · · ·

ADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Hongkong, Shanghapan and Europe via Canada and the United States, calling at Victoria and Vancouvegasaki (through the Inland Sea of Japan) Kobe, Yokohama, 12 DAYS YOKOHAMA C. The only Line that maintains a Regular Schedule Service of SAVINCOUVER, 21 DAYS HONGKONG TO VANCOUVER TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.

	Lion Angrees
"EMRPESS OF INDIA" SAT., 18	PARTIE DOG OF TRELAND"FRI. 28th July
"EMPRESS OF JAPAN "SAT., ZZnd oq	"EMPRESS OF IRELAND"Fri., 28th July "ALLEN LINE" FRIDAY, 18th Aug
"EMPRESS OF CHIMA DAT, 12th 12	EMPRESS OF BRITAIN FRI., 8th Sept
"EMPRESS OF JAPAN" SLT., 23rd Se	PESS OF IRELAND" FBI., 20th Oct

Steamships leave B. "Empress" GKONG at 6 P.M. " Montesgle" THE Cuickest route to CANADA, UNITED STATE, at 12 Noon.
SHANGHAI, NAGASAKI (through the INLAND of EUROPE, calling at at 12 Noon. YOKOHAMA and VICTORIA, B.C. Connecting at VANCCO OF JAPAN) KOBE, Express, and at QUEBEC with the Company's New R with a Special Mail Steamships, 14,500 tons register, thus providing a comfortable and tal "EMPRESS" dy through route

All Steamers of the Company's Pacific and Atlantic Fleets are en and with the Marconi Wireless apparatus. Hongkong to London, let Class via Canadian Atlantic Ports or New & £71.10 Intermediate on Steamers) and 1st Class Railway

First Class rate to London includes cost of Meals and Berth in Sleeping Car crossing the American Continent by Canadian Pacific direct Line. E.M.S. "MONTEAGLE," co ries Intermediate Passengers only, at Intermediate rate. affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Dipiomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for Chins. Corner Pedder Street and Praya, opposite Blake Pier.

FRANCAIS ASIATIQUE

MESSAGERIES MARITIMES, AGENTS. MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

Capt. E. de Catalano. s.s. "SI-KIANG."

(1ST AND 2ND CLASSES) will leave Hongkong for KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 5th July, 1911, at 9 A.M.

For Passages and Freight, apply to P. THOMAS, M.M. Co.'s AGENT.



	•			
Steamship	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000 4000	M. C. Smith S. Crosby	Manila, Cebu & Iloilo Manila, Cebu & Iloilo	On 30th June, 4 P.M. On 10th July, 4 P.M.

SHEWAN, TOMES & Co., General Managers. For Freight or Passage, apply to PHILIPPINES S.S. Co. Hongkong, 22nd June, 1911

PORTLAND & ASIATIC S.S. CC.

IN CONNECTION WITH

OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

CAPTAIN Racin Wilhelmse ... On 30th June, Noon STEAMSHIP "HERCULES' Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to FRED J. HALTON.

KING's BUILDING, (Opposite Blake Pier).

Hongkong, 29th June, 1911.

NORDOEUTSCHER IMPERIAL GERMAN MAIL LINES.

POB	STEAMEES	TONS	TO BAIL.
NAPLES, GENOA, ALGIERA		ď	(Wed'day, 12th
GIBRALTAR, SOUTHAMPTON, "	YORCK" Capt, J. Randeba	IANN: 17.000	July, at 10 A.A
ANTWERP and HAMBURG J.		,,	
SHANGHAI, NAGASAKI, KOBE	DJTZOW," Capt. J. BORTH	17,000 ELAT,	About 12th July.
SYDNEY and MELBOURNE	PRINZ SIGISM Capt F. Bruni	NG, 6,000 }	Saturday, 15th July, at 4 P.M.
KUDAT and SANDAKAN } "	BORNEO	5,050	Middle of July.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD. MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

To SAIL

AGENT.

VESSELS ON THE BEALH

REGULAR STEAMSHIP SERVIOUS WITH LIBERTY TO CALL AT MALABAR.

PROPOSED SAILINGS FROM HONGKONG. FOR BOSTON AND NEW YORK. B.S. 'LOVAT" ... About 7th July.

DODWELL & Co., LTD., Hongkong, 21st June, 1911

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

For Freight and further information, apply to

TEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA. ADEN, EGYPT. MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LEADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

HE Steamship

"DELTA," Captain E. P. Martin, B.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 8th July, 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MARMORA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. EGYPT, due in London on

, the 20th August, 1911. Parcels will be received at the Office, until 4 f.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT. Superintendent,

Hongkong, 26th June, 1911.

"SHIRE" LINE OF STEAMERS, LTD FOR LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE, Captain Cochrane, will be despatched a above about 11th July .. For Freight or Passage, apply to

JARDINE, MATHESON & Co. LTD., Hongkong, 19th June, 1911.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 Lower de Lowerdon Prington, Astron, 2nd class cruisor, 4,360 tons, 16 guns,

7,000 i.h.p., Captain E. B. Kiddle, en route to Weibniwei. Atlas, admiralty tng, 615 tons, 1,400 i.h.p., Master S. West, Hongkong. Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. B. G. Washington. Shanghai. Britomart, gunboat, 710 tons, 900 h.p., Lieut.

Comdr. J. M. Barker, Shanghai. Cadmus, British sloop, 1,070 tons. i.h.p. 1,400, f.d., Comdr. H. Lynes, Shanghai. Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p. 1,400,, Comdr. H. R. Veale, Shanghai. Fame, torpedo-boat destroyer, 340 tone 6 guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe,

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, en route to Weihniwei. Handy, torpedo boat destroyer 295 tons, 6 guns,

4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkoug. Hart, torpedo-boat destroyer, 295 tons 6 guns, 4,000 h.p., Lt.-Comdr. Hon. Guy Stopford,

Hongkong. Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt.-Comdr. M., B. R. Blackwood, Weihaiwei.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar. Kinsha, river gunboat, 616 tons, i.h.p., 1,200,

Lieut. Comdr. T. J. S. Lyne, Yangteze. Merlin, surveying ship, 1,070, tons, 6 guns, 1,400 i.h.p. Commr. B. O. M. Davy, Sandakan. Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B. C.V.O., C.M.G., 14,600, tons, i.h.p. 27,000,

Capt. G. C. Cayley, Woosung. Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., Hongkong. Moorhen, river gunboat, 180 tons, 2 guns.

i.h.p. 800, Lieut. Comdr G. P. Leith. West River. Newcastle, 2nd class cruiser, 4,800 tons, turbine, Captain George P. E. Hunt, D.S.O. en route to Hongkong and Weihaiwei.

Nightingale, river gunboat, 85 tons, 240 h.p.

Lt.-Comdr. Claude Hillersden-Woodward.

R.N., Yangtsze. Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. Lambe, Weihaiwei. Robin, fiver gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Cosmo A. O. Douglas, West

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. E. J. J. Southby, West River.

Snipe, river gunboat, 85 tons, 2 guns 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtsze. Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, R.N., Hong-

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyres, Hongkong. Teal, river gunboat, 180 tons, 2 guns, 800 i.b.p. Lieut. Comdr. R. J. Buchanan, Yangteze. Thistle, gunboat, 710 tons, 900 h.p., Lieut, Comdr. M. B. Baillie-Hamilton, Hongkong. Virago, torpedo-boat destroyer, 395 tons, 6 guns

6.300 i.h.p., Lieut. Comdr. Harold D. Adair-Hall. Weihaiwei. Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut.-Comdr. R. L. Hancock, Penang. Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lient.-Comdr. G. B

Hartford, Weihaiwei. Widgeon, gunboat 195 tons, 2 guns, 800 h.p Lt. Comdr. M. H. Wilding, Yangtze, Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut.-Comdr. B. R. Brooke, Yangteze.

Woodlark, gunbost, 150 tons, 2 guns, 550 h.p. Lieut.-Comdr. G. F. A. Mulock, Yang taxe

STRANGES RMMARKS LONDON and ANTWERP Capt. A. E. A. Baker NANG, COLOMBO, PORT SAID and MARSEILLES

STANGHAI, MOJI, KOBE SYRIA D'light. 2nd Freight and YOKOHAMA Capt D. C. Gregor, R.N.R. ASSAYE About 6th | Freight and Capt. G. W. Cockman, LONDON VIA USUAL PORTS DELTA Noon. 8th 7 See Special

OF CALL July Jadowtisement. LONDON and ANTWERP) VIA SINGAPORE, PE- (NUBLA About 13th | Freight and NANG. COLOMBO, PORT (Capt. F. J. Fox...... July

For Further Particulars apply to

SAID and MARSEILLES

Hongkong, 30th June, 1911.

E. A. HEWETT. Superintendent.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT. TO ALTERATION SWATOW. TSINGTAU. WEIHAI- WANCHANG " On 30th June, 4 P.M. WEL CHEFOO and Newchward ... AMOY and SHANGHAI "YUNNAN" On 1st July, 4 P.M. SUANGHAI"..... "CHINHUA" On 1st July, M'night "SUNGKIANG" On 2nd July Noon. MANILA, CEBU and ILOILO "TEAN"...... On 4th July, 4 P.M. "ANHUI" "HUICHOW" On 8th July, 4 P.M. MANILA, CEBU and ILOILO "KAIFONG" On 11th DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI." On 11th July, 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light. throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports. MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING."

Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft. SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Diving Salcon,. leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY These Steamers Land Passengers in Shanghai, avoiding the inconvenience of

the transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. For Freight or Passage apply to -Hongkong, 28th June, 1911

Talephone 36 BUTTERFIELD & SWIRE. AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION) * TIENTSIN VIA SWATOW WEIHAL "CHEONGSHING" Friday, 30th June, Noon. WEI & CHEFOO

SINGAPORE, PENANG & CALCUTTA" LAISANG" Saturday, 1st July, Noon. * MANILA "LOGNGSANG" Saturday, 1st July, 2 P.M. "YUENSANG" Saturday, 8th July, 2 P.M. * MANILA ... RETURN TOURS TO JAPAN. (OCCUPYING 24 DAYS).

The Steamers "Kutsane," "Nameane " and "FOOKSANE" is are about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Heagkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Yangtase Ports, Tsingtau, Weihsiwei, Chefoo lientain & Nowchwang.

Telephone No. 215, Sub. Exch. 4. JARDINE, MATHESON & Co., Ltd., For Freight or Passage, apply to GENERAL MANAGERS. Hoogkong, 30th June, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK. TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Geneu, and other Mediterranean Leventine, Black Beltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD. Foz Sunghai, Kobe & Yokohama: S. SPEZIA 1st July S.S. SILESIA 12th July S.S. AMBRIA 28th July S.B. ALESIA 9th Aug. S.S. SENEGAMBIA ... 25th Aug.

S.S. SUEVIA 6th Sept.

HOMEWARD. FOR HAYRE, BREMEN & HAMBURG: S.S. SLAVONIA ... 8th July FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. BRASILIA ... 9th July FOR MARSEILLES, HAVRE & HAMBURG: S.S. SILVIA ... 21st July FOR HAVRE & HAMBURG: S.S. SPEZIA ... 3rd Aug. FOR ROTTERDAM & HAMBURG: S.S. BRISGAVIA ... ' .. 7th Aug. FOR HAMBURG & ANTWERP: S.S. SAXONIA... ... 10th Aug.

For Further Particulars, apply to-HAMBURG-AMERIKA LINIE, Bongkong Office.

Hongkong, 30th June, 1911

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST

THEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Olass Passancers. Electric Light. Excellent Chisins

SWATOW. AMOY FOOCHOW

AND RETURN. (Occupying 9 to 10 Days). STEADISHIPS CAPTAIN

Capt. W. C. Passmore... FRIDAY, "HAICHING' 30th June, at 11 A.M. Capt. J. W. Evans "HAIMUN" SUNDAY, 2nd July, at 10 Az Capt. J. S. Roach FRIDAY, 7th July, at 11 · HAITAN" ...

During the Months of July and August, RETURN TICKETS available in Three. Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foocher. Steamers will arrive at and Depart from the Company's Wharf (near Blake Fier). For Freight and Passage, apply to-

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

LEAVING.

Hongkong, 28th June, 1911.

TOYO KISEN KAISHA.

"IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration DATE OF SAILING. CAPTAIN STRAMER

21,000 ... W. W. Greene... FRIDAY, June, 30th, Noon. + CHIYO MARU * AMERICA MARU ... 11,000 ... A. G. Stevens ... FRIDAY, July 21st, Noon + TENYO MARU ... 21,000 ... E. Bent ... FRIDAY. July 28th, Noon * NIPPON MARU ... 11,000 ... H. S. Smith ... FRIDAY, Aug. 18th, Noon, + Triple Screws, turbine engines. • Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Officer. FITHE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIDZU. YOKOHAMA AND HONOLULU, on FRIDAY, 30th June, at Noon.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO), Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DATE OF SAILING. CAPTAIN 17,500 ... H. Nishi ... TUESDAY, Aug. 15th, Noon KIYO MARU ... 10,500 ... K. Hashimoto SATURDAY, Oct. 14th, Noon! HONGKONG MARU 11,000 ... H. Hinokuma WED'DAY, Dec. 13th, Noon.

THE Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at NOON.

FARES FROM HONGKONG

to SAN FRANCISCO ... £ 45-0-0. Single £ 60-0-0, NEW YORK ... £ 71-10-0, " .. LONDON £ 120-0-0, Return 6 Months £ 125-0-0. Yen. 420.00. Single . SALINA CRUZ or MANZANILLO " VALPARAISO ... Yen. 570.00, ,

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:-TO EUROPEAN POINTS :-- Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia. European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS :- Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call. TO ALL POINTS:-Missionaries and their families.

(These concessions apply to San Francisco Line Only). These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation. "TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and

Triple Screws. Record Speed 212 knots. Through Bills of Lading issued to North, Central and South American Ports. For Further Particulars as to Passage and Freight, apply to

K. MATSDA, LOCAL MANAGER, King's Building (Opposite Blake Pier).

OSAKA KAISHA.

RECULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

Connecting at TACOMA with

FOR	STEAMERS	Tons (Gross reg.)	LHAVEL
VICTORIA, B.C. &TACOMA	"CHICAGO MARU"	6,182	WED'DAY, 12th July, at 11 A.M.
VIA KEELUNG, NAGASAKI, Kobe Yokkaichi, Shmidzu	J"TACOMA MARII"	6,178	WED'DAY, 9th
and Yоконама	"SEATTLE MARU"	6,182	WED'DAY. 6th Sept., at 11 A.M.
VICTORIA, B.C. & TACOMA	J CANADA MINIO	6,063	TUESDAY, 25th July, at 11 A.M.
Moji, Kobe, Yokkaichi, Shimidzu and Yokohama		6 ,059	TUESDAY, 22nd Aug., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE

STEAMBRE LEAVES. SUNDAY TAMSUI VIA SWATOW. "DAIGI MARU' and AMOY W. 10 A.M. "CHOSHUN MARU" FOOCHOW VIA SWATOW and AMOY chow available Three During the two months of July and August, Return Tickets

\$29.90. Months will be issued at the Special Rates of :apply at the Co.'s Local 1ST CLASS \$45.50 For information of Freight, Passages, Sailing S. HIROL. Branch Office, at Second Floor, No. 1, Queen's Buil MANAGER

"The Beer That's Lewed to Suit The Climate" THING FOR A PICNIC JUST A SMALL CASK OF

BEER.

Fresh from the Brewery.

Just Try It"

MIPPON YUSEN KAISHA

STEAMERS.

Capt. B. Kou,



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKUNG-SUBJECT TO ALTERATION.

DESTINATIONS. MARSEILLES, LONDON and ANTWERP, via SINGA-PORE. PENANG COLOMBO, SUEZ and

SAILING DATES. (8UNDAY, 9th HITACHI MARU July, at Daylight Capt. T. Yamawaki, 7,000 MIYASAKI MARU (WED'DAY, 19th 9,000 July, at Daylight Capt. T. Murai,

MARU

7.⊎00 :

(SATURDAY, 15th

TUESDAY, 18th

STUESDAY, 15th

7,000 Aug. at 4 P.M.

(FRIDAY, 7th

August.

July, from Konn

July, at 4 P.M.

§ KAMAKURA VICTORIA B.C. & SEATTL

PORTSAID

VICTORIA, B.C. and [S TAMBA MARU SEATTLE, via KEELUNG. Capt. K. Noda, SHANGHAI, MOJI, KOBE AWA MARU YOKKAICHI, SHIMIZU and YOKOHAMA ... Capt. Irizawa, SYDNEY and MELBOURNE, NIKKO MARU via MANILA, THURSDAY Capt. M. Yagi.

ISLAND, TOWNSVILLE and BRISBANE KOBE and YOKOHAMA

KOBE and YOKOHAMA...

BOMBAY via SINGAPORE, J. BOMBAY MARU and COLOMBO... ... SHANGHAI, and KOBE ! COLOMBO MARU

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5.000

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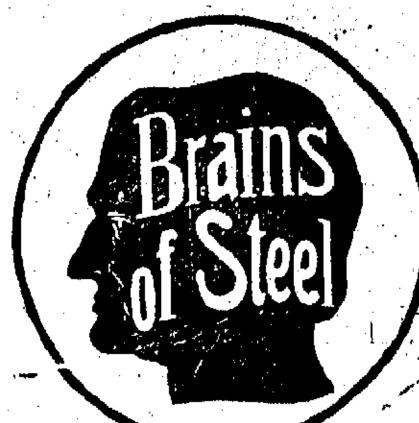
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June 29th. On London:

Telegraphic Transfer

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1/95

ON GERMANY On demand......184 ON NEW YORK :-BOMBAY:-

Bank, on demand135 ON CALOUTTA:-ON SHANGHAI:-Bank, at sight ON YOKOHAMA:-On demand881 ON MANILA:-On demand-Pesoa-882 ON BATAVIA :- On demand108

On Sargon :- On demand......1 ON BANGKOK:-On demand......841 SOVERBIGNS, Bank's Buying Rate ...\$11.00 GOLD LEAF, 100 fine, per tael\$57.40

SUBSIDIARY COINS.20 cents pieces......87.10 discount. Chinese\$6.85

THE Bouton Rouge



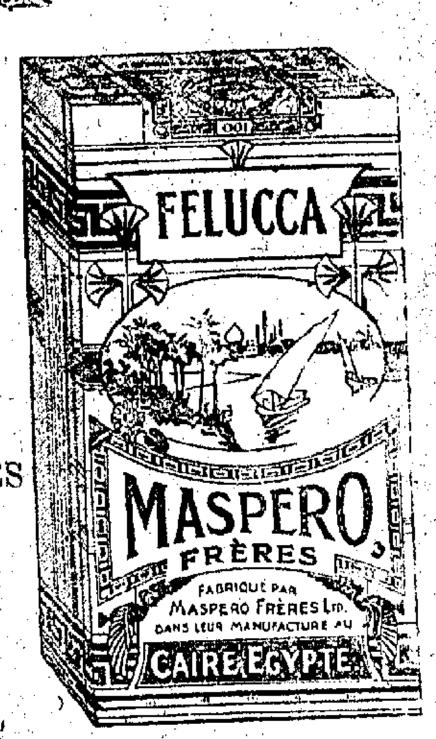


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letters and postcards are transmissible by the SIBERIA The Taislian, with th ail, is due to arrive here to-morrow. Swalow, Amoy and Foochow

Haiching ... KHELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIDEU, YOROHAMA, HONOLULU and & Chiyo SAN FRANCISCO ...

Sui Tai Manila, Cobu and Iloilo ... Zafiro Swatow, Tsinglan, Weihaiwei, Chefoo and Newchwang Cheongshing - Swatow, Weibaiwei, Chefoo and Tientsin Swatow and Singapore Bucephalus Newchwang...

Singapore, Penang and Calcutta ... Laisang Cheribon, Samarang and Sourabaya Manila, Cobu and floile Loongsang. Amoy and Shanghai

SHANGHAI, NAGABARI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.) > Empress of India < SIBERIAN MAIL TO EUROPE ...

Chinhua ... Shanghai ... Swatow, Amoy and Foschow Harmus ... Swatow, Amoy and Tamsui Sungkiang Haiphong Sui Tai Kobe and Yokohama Kumano Maru

EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) Letters posted in all the Fillar l'oxes in time for the first clearance will be included in this contract mail.)

Manila, Cebu and Iloilo ... Batavia, Cheriben, Samarang and Sourabaya. Swatow, Amoy and Foochow ... Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobert, Launceston, New Zealand, Dunedin Melbourne, Adelaide, Perth, and Frementle ...

Thursday Island, Cooktown, Cairne Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Meltourne, Adelaide, Porth and Fremantio RUPOPE, &c., INDIA VIA TUTICOBIN

(Late Letters 11.00 A.M. to NOON. Exira Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) ... (Letters rosted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday 7th, July at 5 p.m....

Manila, Cebu and Iloilo ...

Manila, Cebu and Iloile ...

Manila, Cebu and Iloilo ...

Tients n

Yuensany ...

Brnest Simons

Sui Tai ...

Nikho Maru ... Friday,

Haitan

BTAQ 30th, 10.00 A M Friday, Printed Matter and Sau.

> (Registration, with late fee of 10 cents, up to 10.50 A.M.) Registration, Kowleen ... 10.00 л з No late fee 11,00 A M 30th, 1.15 P M 30th, 3.00 P

Registration ... 10.00 A N

Friday, Sth. 3.00 p m Friday, Friday, **€.**00 ₽ M Saturday, Saturday. 1st, Saturday. Saturday. 1st, 1st, Saturday,

3.00 r ar Saturday, 1st, Registration, Kowlec. Printed Matter and Sam-4.00 P M Registration ... 3.15 P N (Registration, with late ice of 10 cents, up to '4.00 P M) 5.00 13 . 5.00 р м Saturday,

2nd, Sunday, 9.00 A M 2nd, Sunday, 9 00 **★** M 2nd, " 9.00 A M Sunday, 3rd. 1.15 P M Monday, 4th, 10.00 A M Tuesday, Printed Matter and Sam-... 10,00 A 3: Registration ... 10.00 A 31 (Registration, with late fee of 10 cents up to 10.45 A.M.)

Registration, Kowloon ... 10.00 A N Tuesday, 4th, 1.15 P at 4th. 3.00 P M Wednesday, 5th, 11.00 A M 6th. 3.00 P M 7th, 10.00 A M Friday,

7th, 11.00 A M

Saturday, 8th, 10.00 A M

Saturday, 8th. Printed Matter and Sam-.. 10.00 A M Registration... 10.00 A M (Registration, with late fee of 10 cents, up to 10.45°a.m.) Registration, Kowloon **B**.O. ... 10.00 A M No late fee. ... 11.00 д ы Letters 8th, 1.0 P x Saturday, 8th. 3.00 P.M Saturday. 10th, 3.00 PM Monday,

Tuesday,

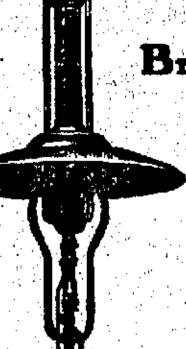
11th, 3.00 PM

Hongkong ...20 Hongkong ...10 SHARE LIST.-QUOTATIONS. Hongkong, June 29th, 1911. VALUE. PAID UP. OLOSING QUOTA. SHABES. STOCKS. {\$885, sales £87.10. \$125 120,000 Hongkong & Shanghai Bank Corporation BANKS.--\$80, buyers 99,925 60,000 50,000 50,000 200,000 \$9. buyers National Bank of China, Limited China Borneo Company, Limited ... \$1.15, sollers China Light and Power Company, Limited. \$7.10, sal, & bu. China Provident, Loan & Mortgage Co., Ld ... Tls. 83. 20,000 125,000 10,000 8,000 20,000 40,000 Tls. 50 COTTON MILIS. Ewo Cotton Spin's. & Weaving Co., Ld. Hongkong Cotton Spinning Co., Ld. International Cotton Manufing Co., Ld. all \$52, sellers Tls. 46. Tls. 75 all Tls. 551 Tis, 100 Laou-Kung-Mow C. Spin.& Weav.Co.,Ld Soy Chee Cotton Spinning Co., Limited Tis. 22. \$6 | 321½, buyers Dairy Farm Company, Limited \$491, buyers 60,000 50,000 DOCKS AND WHARVES .-\$55, sellers H'kong & Kowloon Wharl & G. Co., Ld.
H'kong & Kowloon Wharl & G. Co., Ld.
Hongkong and Whampoa Dock Co., Ld.
New Amoy Dock Co., Limited
Shanghai Dock and Engineering Co., Ld.
Shanghai and Hongkew Wharf Co., Ld. \$8, buyers 10,000 Tis. 62. 55,700 Tls. 84. 36,000 Tls. 100 \$4, sellers 18,000 \$3, buyers 400,000 7,000 Ferwick & Co., Limited \$195. Green Island Coment Co., Limited ... \$21½, buyers Hongkong and China Gas Co., Limited 60,000 12,000 Hongkong Electric Co., Limited \$75, sales Hongkong Hotel Company, Limited ... \$11. sellers \$180, sellers Manila Metropole Hotel Limited \$174, buyers 60,000 15,000 \$7½, buyers \$180, buyers INSUBANCES .-5119, buyers \$105. Canton Insurance Office Co., Limited ... China Fire Insurance Co., Limited ... 20,000 24,000 \$335, sales China Traders Insurance Co., Limited ... Tls. 156, buyers Hongkong Fire Insurance Co., Limited ; \$100 | \$800, buyers North-China Insurance Co., Limited ... 12,400 12,000 860 8200, @ Ex 73 \$100 Union Insurance Society, Limited Yangtsze Insurance Association, Limited 395, sales & buy. LANDS AND BUILDINGS .-50,000 150,000 \$61, gales \$25, buyers Tls. 94. Hongkong Land Invest. Agency Co., Ld. Humphreys' Estate and Finance Co., Ld. Kowloon Land and Building Co., Ld. ... 78,000 Shanghai Land Investment Co., Limited West Point Building Co., Limited 12,500 SociétéFrançaise desCharb'ges du Tonkin 000,000 Raub Australian Gold Mining Co., Ld ... \$1, buyers \$5, buyers Peak Tramways Co., Limited ... Philippine Co., Limited \$91. \$22, sellers REFINERIES. China Sugar Refining Co., Limited Luxon Sugar Refining Co., Limited ... \$11, sellera MSHIP COMPANIES,-\$19, bayers hina and Manila Steamship Co., Ld. ... \$301, sales

wlas Steamship Co., Limited 65, sel. £5.17/6 Intong, Canton & Macao S.B. Co., Ld. .000 prei. 50,000 def. Shell & Steam Navigation Co., Ld 90/ sellers 2,500,000 Star Ferrart & Trading Co., Limited. 325, buyers \$15½, buyers Bouth China Monany, Limited Steam Laundry Co. Post, Limited STORES AND DISPENS. Limited... 364, sales 20,000 Campbell, Moore & \$9, buyers 1,200 15,000 10,000 90,000 3,000 15,000 Wm. Powell, Limited imited \$3, buyers Watkins, Limited 83, sellers 853, buyers A. S. Watson & Co., Limita Weissmann, Limited \$12, buyers H. Price & Co., Ltd. \$12, buyers United Ashestos Oriental Agency, Limiter all \$300. Union Waterboat Co., Limited 100 fders

RUDBER .--Para Rubber in London 4/1 per lb., quiet Amount. Loans. Quotation. Interest. Tis. 767,200 Chinese Imperial 1886 VEB 7% p. annum Par. & SMYTH. Share. Brokers. TELE. ADDRESS: MARINEWORK, PHONE 358.

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AND

FORTHCOMING EVENTS. Tuesday, 4th July-Hippodrome Circus Contations are: Malwa New Causeway Bay, 9.15 P.M. Saturday, 15th July-Extraordinary General Meeting of the National Bank of China, Malwa Older . Ltd., 12.30 P.M.

AND

SHERRIES

MAIL TABLES FOR 1911.

ON BALE.

WELCH'S

JUICE

GRAPE

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival as well at their destinations, as dates of return Mails.

On laper

On Sale at the Hongkong Daily Press Honekong 6th February, 1911.

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Messes. Brewne & Co. Messrs. A. S. WATSON & Cc.

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